



EAST INDIAN RAILWAY

COAL TARIFF

No. 41

Containing Rates and Rules
for booking of Coal on the
East Indian Railway and
Foreign Railways working
in conjunction therewith

May 1938

Can be purchased at the East Indian Railway
Publication Depot, at No. 6, Fairlie Place, Calcutta

Calcutta
East Indian Railway Press
1938

Price: Rupees Two



STATE CENT:
ACCESS :
DATE

G/2087.....

COAL TARIFF

CONTENTS

| East Indian Railway— | | | | Pages |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|---------------------------------------------------|--------------|
| Payment of freight on coal | .. | .. | .. | 11 to 17 |
| Schedule of maximum and minimum rates | .. | .. | .. | 18 |
| Rules for the warehousing and retention of goods | .. | .. | .. | 19 to 22 |
| Rules for charges payable in respect of the overloading of coal | .. | .. | .. | 22 |
| General Rules for the carriage of coal, coke and patent fuel | .. | .. | .. | 25 to 67 |
| Sidings (other than Colliery Sidings) | .. | .. | .. | 68 to 84 |
| Demurrage and Wharfage Rules over the E. I. Ry. | .. | .. | .. | 85 to 87 |
| List of coal sidings | .. | .. | .. | 88 to 119 |
| | | | | |
| | | | { Colliery stations Ondal to Kusunda. | 120 to 153 |
| Distance for charge between colliery stations and stations on the E. I. Ry. System. | | | { Colliery stations Jherriah to Bhurkunda Siding. | 154 to 187 |
| | | | { Rates and distances over the H. D. Railway. | 188 |
| Calculated reckoner for coal, coke and patent fuel at owner's risk | .. | .. | .. | 189 & 190 |
| Table of per maund and equivalent per ton rates | ... | ... | ... | 191 & 192 |
| Calculated Reckoner showing the equivalent of freight charges and the amount of surcharge due at 12½ per cent. of the total freight charges. | .. | .. | .. | 193 to 211 |
| Index for colliery chargeable points, on the E. I. Ry. | .. | .. | .. | 212 |
| Rates per ton for public coal, coke and patent fuel in full wagon loads, at Owner's Risk from all E. I. Ry. colliery stations to stations on the East Indian Railway System. | .. | .. | .. | 213 to 286 |
| Routing of public coal traffic to stations on foreign railways | .. | .. | .. | 287 to 290 |
| Booking of goods to colliery sidings | .. | .. | .. | 291 to 308 |
| List of Weighbridge Stations | .. | .. | .. | 309 to 311 |
| Foreign Railways— | | | | |
| Ahmadpur-Katwa Railway | .. | .. | .. | 323 |
| Arrah-Sasaram Light Railway | .. | .. | .. | 319 |
| Assam-Bengal Railway | .. | .. | .. | 333 to 359 |
| Bankura Damodar River Railway | .. | .. | .. | 322 |
| Baraset-Basirhat Light Railway | .. | .. | .. | 319 & 320 |
| Barsi Light Railway | .. | .. | .. | 733 to 735 |
| Bengal and North-Western Railway | .. | .. | .. | 521 to 566 |
| Bengal Dooars Railway | .. | .. | .. | 327 & 328 |
| Bengal-Nagpur Railway (including East Coast Section, Purulia-Ranchi-Lohardanga Branch, Dhamtari Branch and Parlakimedi Light Railway). | .. | .. | .. | 451 to 520 |
| Bengal Provincial Railway | .. | .. | .. | 318 |
| Bhavnagar State Railway | .. | .. | .. | 840 to 842 |
| Bikaner State Railway | .. | .. | .. | 832 to 839 |
| Bombay, Baroda and Central India Railway | .. | .. | .. | 737 to 797 |
| Bombay Port Trust Railway | .. | .. | .. | 735 & 736 |

| | Pages |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| Bukhtiarpur Bihar Light Railway | 321 & 322 |
| Burdwan-Katwa Railway | 323 |
| Calcutta Port Commissioners' Railway | 312 to 316 |
| Central Provinces Railways (including Murtajapur-Ellichpur, Mur- tajapur-Yeotmal and Pulgaon-Arvi Railways). | 730 to 732 |
| Darjeeling-Himalayan Railway | 325 |
| Dehri Rohtas Light Railway | 320 |
| Dholpur State Railway | 730 |
| Dhond-Baramati Railway | 732 |
| Dibru-Sadiya Railway | 328 to 330 |
| Eastern Bengal Railway (including Cooch Behar State Railway, Khulna-Bagerhat Railway Ranaghat and Krishnagar Branch, My- mensingh-Singhjani Jaganathganj Brahmaputra Sultanpur Branch and connected Steamer Services). | 360 to 450 |
| Futwah-Islampur Railway | 333 |
| Gaekwar's Baroda State Railway | 800 to 805 |
| Gondal Railway | 845 to 847 |
| Great Indian Peninsula Railway (including I. M. Section, Jubbulpur Branch and Agra-Delhi-Chord line). | 676 to 728 |
| Gwalior Light Railway | 729 & 730 |
| Guzerat Railways | 798 & 799 |
| H. E. H. The Nizam's State Railway | 806 to 818 |
| Howrah-Amta and Howrah-Sheakhala Light Railways | 317 & 318 |
| Jamnagar and Dwarka Railway | 842 to 844 |
| Jodhpur Railway | 822 to 831 |
| Jorhat Provincial Railway | 330 to 332 |
| Junagadh State Railway | 844 & 845 |
| Kalighat-Falta Railway | 332 |
| Madras and Southern Mahratta Railway, (including N. E. Line, Kolar Gold Fields State Railway and Sangli State Railway). | 852 to 913 |
| Matheran (Hill) Light Railway | 735 |
| Mourbhanj Railway | 324 |
| Morvi Railway | 850 & 851 |
| Mysore Railways | 914 to 916 |
| Nilgiri Railway | 938 |
| North-Western Railway | 575 to 675 |
| Pachora Jamner Railway | 732 |
| Porbandar State Railway | 848 & 849 |
| Risk Note Forms A, B and H | 939 to 941 |
| Rohilkund and Kumaon Railway | 567 to 574 |
| Shahdara (Delhi) Saharanpur Light Railway | 321 |
| South Indian Railway | 917 to 937 |
| Udaipur Chitorgarh Railway | 819 to 821 |

INDEX

| Subject | Pages |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| A | |
| Ashes—basis for charge over the East Indian Railway | 54 |
| B | |
| Booking of Coal to Chheoki for Loco. Foreman, G. I. P. Railway .. | 65 |
| Booking of Coal to Sitapur City | 65 |
| Beach Stations and Sidings on South Indian Railway | 921 to 923 |
| Basis for charge for Coal, on the E. I. Railway | 25 |
| Booking of Coal to Cossipore Road (E. B.) | 365 |
| Booking of Coal to Bally | 63 |
| Booking of Coal to Chitpore | 363 |
| Booking of goods to the Colliery Sidings | 291 to 294 |
| Bombay Port Trust Railway | 735 & 736 |
| Bombay—the term defined | 682 & 742 |
| Branch lines of the Bombay, Baroda and Central India Railway .. | 795 to 797 |
| Byculla goods depot—charges for | 681 |
| Booking of Coal to Messrs. John King & Co.'s Siding, Howrah .. | 63 |
| Carrying capacity of E. I. Railway wagons | 42 |
| Carrying capacities and minima weights for charge on Coal, &c., when loaded in different types of B. N. Railway wagons from collieries on the B. N. Railway. | 456 to 459 |
| Charcoal—rates for, over E. I. Railway | 54 |
| Charge on consignments of more than one wagon | 50 |
| Charge on Coal to stations on Steamer Services | 375 to 380 |
| Chaurashi Coal Fields, B. N. Railway | 476 |
| Chetla Siding—charges for coal to | 313 |
| Chetla Siding—Coal Depot Holders | 314 |
| Chitpore—booking of coal to | 363 |
| Colliery Sidings on the E. I. Railway | 88 to 119 |
| Cinders—charges for | 54 |
| Claims for refunds and compensation—Rules for | 54 |
| Coal at Railway Risk | 27 |
| Coal charged by the shortest route | 32 |
| Coal, Coke and Patent Fuel at owner's risk—Basis for charge .. | 25 |
| Coal, Coke and Patent Fuel for the use of foreign railways, conditions for • the carriage of | 66 |
| Coal Depot at Garden Reach for Messrs. Mackinnon Mackenzie & Co. | 65 |
| Coal for Patna | 65 |
| Coal for Ramkistopore, &c. | 58 |
| Coal for Shalimar (C. P. C. Railway) | 55 |
| Coal from Howrah to private Sidings on Shalimar Branch | 57 |

| Subject | Pages |
|-------------------------------------------------------------------------|------------|
| Coal in bags—labelling o | 51 |
| Coal in bulk Rules for booking via routes involving transshipment .. . | 27 |
| Coal in small lots or consignment of less than a wagon load—Charges for | 27 |
| Coal rates—how calculated | 26 |
| Coal Sidings on the B. N. Railway | 467 to 477 |
| Coal Sidings on the G. I. P. Railway | 677 |
| Coal to Sidings and Private wharves in the Shalimar branch | 57 |
| Coal to Dacca Section | 360 |
| Coal traffic to foreign railway stations—how rates calculated .. | 26 |
| Coke Breeze—charges for | 54 |
| Coal Depot-holders at Cowies Ghat Siding (on R. S. Branch) | 59 |
| Coal Depot-holders at Bally and Bally Khal | 63 |
| Coal Depot-holders at Ballygunge | 363 |
| Coal Depot-holders at Calcutta (Sealdah) | 61 |
| Coal Depot-holders at Howrah Punjab Line | 60 |
| Coal Depot-holders at Shalimar (C. P. C. Railway) | 56 & 57 |
| Coal Depot-holders at Ultadanga | 62 |
| Coal traffic via the Exchanges | 33 and 455 |
| Collection of undercharges on coal consignments | 12 |
| Cossipore Road (E. B.)—booking of coal to | 365 |

D

| | |
|-------------------------------------------------------------------------------------------------|------------|
| Delhi station—booking of coal to | 65 |
| Delivery of goods to Colliery Sidings—Rules for | 291 to 294 |
| Demurrage and Wharfage Rules | 85 to 87 |
| Depot-holders at Balli | 63 |
| Depot-holders at Chetla | 314 |
| Depot-holders at Shalimar, B. N. Railway | 460 |
| Depot-holders at Kidderpore Docks | 315 |
| Depot-holders at Howrah | 61 |
| Depot-holders at Bhadreswar Ghat | 64 |
| Distances over the H. D. Railway | 188 |
| Despatches from coal sidings—rules for charge | 67 |
| Despatch of coal by first train not guaranteed | 51 |
| Distances between the E. I. Railway Colliery stations and stations on the E. I. Railway System. | 120 to 187 |
| Distances for charge from Jherriah to Howrah, &c. | 33 |
| Diversión of coal wagons from one mill to another at Tittaghur .. | 373 |
| Diversión of coal wagons | 51 |

E

| | |
|-----------------------------------------------------------------------------------------------------------------------|------------|
| E. I. Railway extra charge on via Cawnpore Central Goods Shed traffic from G. I. P. Railway to B. B. & C. I. Railway. | 32 and 681 |
| Exclusion of pies from freight charges | 33 |
| Extra charges on Mungalpur-Chara Branch | 31 |
| „ „ „ Pandra Branch | 31 |
| „ „ „ Singaran Branch | 31 |

| Subject | Pages |
|--------------------------------------------------------------------------------------------|----------|
| E | |
| Extra charge on Coal booked to M. S. M. Railway | 853 |
| „ „ „ Coal booked to and from Carnac Bridge | 738 |
| „ „ „ Coal, &c., for Calcutta stations (B. N. Railway) | 452 |
| „ „ „ Coal booked to W. I. P. Railway stations | 853 |
| F | |
| Foreign railways which have adopted the same scale as the E. I. Railway— names of. | 26 |
| Fort Gloster station—Rules and rates for booking to | 462 |
| Fractions of a mile | 33 |
| Fractions of annas in Demurrage or Wharfage | 85 |
| Fractions of a ton | 33 |
| „ „ a hundredweight in the tare weight of coal wagons | 33 |
| G | |
| Goalundo and via | 374 |
| Garden Reach station—Rates and Rules for booking to | 462 |
| Ghat charge on the G. I. P. Railway | 681 |
| Grouping of coal rates from the Jherriah field on E. I. Railway | 33 |
| Grouping of coal rates from the Jherriah field on B. N. Railway | 455 |
| H | |
| Handling and transhipment charges | 30 |
| Himgir Rampur Coal Field, B. N. Railway | 477 |
| Howrah Punjab Line and Salkea stations | 59 |
| Hooghly Hydraulic Press and Ganges Press | 313 |
| Hooghly Mills siding | 75 & 314 |
| I | |
| Interchange of wagons between the E. I. Railway and the B. N. Railway via the Exchange. | 33 & 455 |
| J | |
| Jherriah Coal Field boundry | 456 |
| John King & Co.'s Siding, Howrah | 63 |
| K | |
| Kolar Gold Field's State Railway | 914 |
| Katras-Khanoodih Extension—charges on despatches from | 66 |
| Kalka—Simla Section of the N. W. Railway | 576 |
| Kidderpore Docks—booking of coal to | 315 |
| Karachi Port District—booking of coal to | 588 |
| Krishna Bridge Toll | 853 |

| Subject | Pages |
|---------------------------------------------------------------------------------------------------------|-------|
| Labelling of Coal in bags | 51 |
| Labelling of wagons | 51 |
| Loading, unloading and transhipment charges | 30 |
| List of Collieries and Firms who are allowed the benefit of Coal Freight Bill System | 12—17 |
| Loading of foreign railway wagons on the E. I. Railway | 44 |
| Loading of wagons in excess of maximum weight | 50 |
| Loco. Coal for the M. S. M. Railway—charge for | 865 |
| M | |
| Madras Harbour | 854 |
| Madras (M. S. M. Railway)—Stations in | 854 |
| Maundage and Tonnage | 33 |
| Market coal rejected by Loco. Department—rate for | 39 |
| Maximum weights permissible in foreign railway wagons | 47 |
| Manihari Ghat and via—booking of Coal to | 65 |
| Minimum weights for charge of foreign railway wagons | 44 |
| Minimum charges—Demurrage and Wharfage—rules for | 85 |
| Minimum distance for charge | 30 |
| Minimum and maximum weights for charge of E. I. Railway wagons— for coal. | 17 |
| Minimum weight for charge on Coke and Charred Coal | 44 |
| Mixed consignments of coal and coke loaded in one wagon—how charged | 50 |
| Monghyr Ghat and via—booking of coal to | 65 |
| Minimum weight for charge on B. N. Railway wagons | 456 |
| Minimum weight for charge of E. B. Railway wagons | 364 |
| N | |
| Notice of arrival of goods | 50 |
| Nut Coke—Rate for | 54 |
| O | |
| Out-Agencies on the E. I. Railway | 55 |
| Over-loaded coal from weighbridge station to colliery siding—charge for | 39 |
| Over-loaded coal from weighbridge station to colliery siding (via the ex- change)—charge for | 39 |
| P | |
| Payment of freight on coal | 11 |
| Payment of Demurrage or Wharfage | 85 |
| Pench Valley Coal Field, B. N. Railway | 475 |
| Pench Valley Coal Field, G. I. P. Railway | 680 |

| Subject | Pages |
|---------------------------------------------------------------------------------------------------------------------------|-------|
| Postgolah station | 373 |
| Prepayment of freight on Cinders and Ashes | 54 |
| Prepayment of freight on coal, coke and patent fuel booked to a coal despatching station or to a colliery siding. | 34 |
| Prepayment of freight on coal traffic | 33 |
| Prepayment of freight on coal dust booked to Kashi and Benares Cant. | 33 |

Q

Nil.

R

| | |
|---------------------------------------------------------------------------------------------------------------------------|------------|
| Ramkristopur (Shalimar) Branch | 58 |
| • Railway Risk Rates for Coal | 27 |
| Rates from stations to stations—application to be made to ascertain | 53 |
| Rates for coal from Howrah to private sidings on Shalimar Branch | 57 |
| Rates for coal—how calculated | 26 |
| Rate for coal from Jherriah Field B. N. Railway to Howrah, &c., booked by the E. I. Railway route. | 34 |
| Rate for coal from Jherriah Field, B. N. Railway to stations other than Howrah booked by the E. I. Railway route. | 35 |
| Rate for public coal from Jherriah Field, (B. N. Railway) to Calcutta stations. | 455 |
| Rate for Coal over H. D. Railway—basis for charge | 26 |
| Rebate on Export Coal and Coke | 53 |
| Rebate on Persian traffic not allowed | 53 |
| Rebooking of coal consignments | 51 |
| Refund of surcharge collected on Export and Bunker Coal and Coke | 29 & 452 |
| Rebooking of coal from one coal depot at Howrah coal yard to a coal depot in the Howrah Punjab Line | 59 |
| Revised Coal Rates—when introduced | 25 |
| • Reckoner of coal rates | 189 & 190 |
| Reckoner for surcharge | 193 to 211 |
| Restriction on the Maximum Gross loads of wagons | 49 |
| • Repositioning of coal wagons | 59 |
| Responsibility of the railway | 51 |
| Reweighting of coal wagons | 51 & 52 |
| • Right of the Railway Administration to correct charges on Receipt Notes | 50 |
| Right of the Railway to detain and sell consignments in payment of freight | 51 |
| Risk Notes | 939 to 941 |
| Routing of public coal traffic to stations on foreign railways | 287 |
| Rules and rates over the Ahmadpur-Katwa Railway | 323 |
| • „ „ „ Arrah-Sasaram Light Railway | 319 |
| • „ „ „ Assam-Bengal Railway | 333 |
| • „ „ „ Bankura-Damodar River Railway | 322 |
| • „ „ „ Baraset-Basirhat Light Railway | 319 |
| • „ „ „ Barsi Light Railway | 733 |

| Subject | | | Pages |
|--------------------------|----------------------------------|----|------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rules and rates over the | Bengal and North-Western Railway | .. | 521 |
| " | " | " | Bengal Dooars Railway .. 327 |
| " | " | " | Bengal-Nagpur Railway and East Coast Section of the Bengal-Nagpur Railway (Cuttack to Waltair including Puri and Vizagapatam Branches). 451 |
| " | " | " | Bengal Provincial Railway .. 318 |
| " | " | " | Bhavnagar State Railway .. 840 |
| " | " | " | Bombay, Baroda and Central India Railway .. 737 |
| " | " | " | Bombay Port Trust Railway .. 735 |
| " | " | " | Bukhtiarpur Bihar Light Railway .. 321 |
| " | " | " | Burdwan Katwa Railway .. 323 |
| " | " | " | Bikaner State Railway .. 832 |
| " | " | " | Calcutta Port Commissioners' Railway .. 312 |
| " | " | " | Darjeeling-Himalayan Railway .. 325 |
| " | " | " | Dehri-Rohtas Light Railway .. 320 |
| " | " | " | Dholpur-State Railway .. 730 |
| " | " | " | Dhond Baramati Railway .. 732 |
| " | " | " | Dibru-Sadiya Railway .. 328 |
| " | " | " | Eastern Bengal Railway .. 360 |
| " | " | " | Futwah-Islampur Railway .. 333 |
| " | " | " | Gaekwar's Baroda State Railway .. 800 |
| " | " | " | Gondal Railway .. 845 |
| " | " | " | Great Indian Peninsula Railway .. 676 |
| " | " | " | Gwalior Light Railway .. 729 |
| " | " | " | H. E. H. the Nizam's State Railway .. 806 |
| " | " | " | Howrah-Amta and Howrah-Sheakhala Light Railways. 317 |
| " | " | " | Jamnagar and Dwarka Railway .. 842 |
| " | " | " | Jodhpur Railway .. 822 |
| " | " | " | Jorhat (Provincial) Railway .. 330 |
| " | " | " | Junagadh State Railway .. 844 |
| " | " | " | Kalighat—Falta Railway .. 332 |
| " | " | " | Kolar Gold Field State Railway .. 914 |
| " | " | " | Madras and Southern Mahratta Railway .. 852 |
| " | " | " | Matheran(Hill) Light Railway .. 735 |
| " | " | " | Mourbhanj Railway .. 324 |
| " | " | " | Morvi Railway .. 850 |
| " | " | " | Murtajapur—Ellichpur and Murtajapur— Yeotmal Railway. 730 |
| " | " | " | Mysore Railways .. 914 |
| " | " | " | Nilgiri Railway .. 928 |
| " | " | " | North-Western Railway .. 575 |
| " | " | " | Parlakimedi Light Railway .. 519 |
| " | " | " | Pachora Jamner Railway .. 732 |
| " | " | " | Porbandar State Railway .. 848 |

| Subject | Pages |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Rules and rates over the Rohilkund and Kumaon Railway .. | 567 |
| “ “ “ “ Shahdara(Delhi)—Saharanpur Light Railway.. | 321 |
| “ “ “ “ South Indian Railway .. | 917 |
| “ “ “ “ Udaipur-Chitorgarh Railway .. | 819 |
| Rules for booking of goods traffic from stations on the B. N. Railway to colliery sidings on E. I. Railway served via Bhaga, Pathardihi or Kat-rasgarh. | 294 |
| Rules for the warehousing and retention of goods and for regulating the use of rolling stock &c. .. | 19 to 22 |
| Rules for charges payable in respect of over loading of coal .. | 22 |
| Running Powers for the B. N. Railway over the Chandrapura-Barkakana Section of the E. I. Railway. | 451 |
| S | |
| Shalimar Branch Sidings (B. N. Railway) .. | 461 |
| Sahebgunge—Manihari Ghat .. | 65 |
| Sanctoria (Radhanagar) Coal Fields (B. N. Railway) .. | 476 |
| Sangli State Railway .. | 914 |
| Schedule of Maximum and Minimum Rates for Coal .. | 18 |
| Sections of Railways and Maximum Gross Load .. | 49 |
| Shalimar (C. P. C. Railway) booking of Coal to .. | 56 |
| Shalimar (C. P. C. Railway) Coal Depot-holders—Names of .. | 461 |
| Shalimar station, B. N. Railway .. | 314 |
| Shipment coal .. | 918 |
| Short distance charge on coal over S. I. Railway .. | 577 to 583 |
| Sidings on the N. W. Railway .. | 315 |
| Sidings at Kidderpore Docks (C. P. C. Railway) .. | 452 |
| Shalimar Special Terminal .. | 68 to 84 |
| Sidings other than Colliery Sidings on the E. I. Railway .. | 463 to 466 |
| Sidings other than Colliery Sidings on the B. N. Railway .. | 739 to 741 |
| Sidings on the B. B. & C. I. Railway .. | 365 to 373 |
| • Sidings on the E. B. Railway .. | 37 to 39 |
| Special rates for coal .. | 54 |
| Rates for Ashes .. | 862 and 863 |
| Special rates for Coal over the M. S. M. Railway .. | 918 |
| Special rates for coal over the S. I. Railway .. | 40 |
| Special rates for coal from Bermo, &c., to Howrah, &c. .. | 450 |
| Special rates for coal from Bermo, &c., to E. B. Railway stations .. | 483 |
| Special rates for coal from Bermo, &c., to B. N. Railway stations .. | 40 |
| Special rates for Petroleum Coke from via Tinsukia to Raniganj .. | 27 |
| Surcharges cess on soft coke .. | 28 |
| Surcharge on Coal, Coke and Patent Fuel .. | 65 |
| Subzimundi station—booking of Coal to .. | 85 |
| • Sundays, Christmas Day and Good Friday—charges for demurrage on .. | 59 & 60 |
| • Salke and Howrah Punjab Line stations .. | 50 |
| • Supply of wagons of any particular type for loading .. | 65, 522 & 569 |
| • Sitapur City—booking of Coal to .. | |

| Subject | Pages |
|------------------------------------------------------------------------------------------------------------------------------|------------|
| T | |
| Table of distances between E. I. Railway Colliery stations and stations on the E. I. Railway system including H. D. Railway. | 120 to 188 |
| Talcher coal field | 451 |
| Terminal charges at Kolaghat and Cuttack | 452 |
| Terminal charge on Coal, &c., at Howrah and Calcutta station .. | 27 |
| " " Coal, Coke and Patent Fuel at the forwarding and the receiving end of the E. I. Railway .. | 27 |
| " " Coal from B. N. Railway | 452 |
| " " Coal to B. & N. W. Railway | 521 |
| " " Coal to G. I. P. Railway | 676 |
| " " Coal to B. B. & C. I. Railway | 738 |
| " " Coal to Jodhpur Railway | 822 |
| " " Bikaner State Railway | 832 |
| " " Coal to E. B. Railway | 363 |
| " " Coal to N. W. Railway | 576 |
| " " S. I. Railway | 918 |
| Terms and conditions governing the grant of refunds of the 12½ per cent surcharge—Rules for | 23 & 24 |
| Traffic to Delhi and Subzimundi | 65 |
| Transshipment charges and handling charges | 30 |
| Transshipment charges at break of gauge Junctions with E. I. Railway .. | 31 |
| Transshipment charge on F. B. Railway | 362 |
| " " B. N. Railway | 453 |
| " " S. I. Railway | 918 |
| " " B. B. & C. I. Railway | 742 |
| " " G. I. P. Railway | 680 & 681 |
| U | |
| Unclaimed consignments—Rules for disposal of.. .. . | 53 |
| V | |
| Nil. | |
| W | |
| Wagon ferry at Shalimar | 453 |
| Wagons not to be loaded in excess of maximum weight prescribed .. | 50 |
| Weighbridges on the E. I. Railway with their weighing capacity .. | 309 to 311 |
| Wharfage charges at Howrah | 87 |
| Wharfage charges at Out-Agencies | 37 |
| Wharfage charges at stations other than Howrah.. .. . | 87 |
| Wood-Gola Holders at Sealdah | 62 |
| X | |
| Nil. | |
| Y | |
| Nil. | |
| Z | |
| Nil. | |

BOOKING OF COAL

Payment of freight on Coal

1. All Coal will be booked under:—

- (a) "Weight only" Invoices shewing the weight and rate, but not the calculated freight,
- (b) "Paid" Money Invoices,
- (c) "To-pay" Invoices,

and the name of the despatching colliery will be entered as the sender in each case.

2. Coal will only be booked under "Paid" Money Invoices on the written request of the colliery despatching the coal and provided the freight is tendered at the time of despatch.

3. Money, in payment of freight due on consignments booked under "Paid" Invoices will only be accepted from the duly authorised Representative of the colliery loading and despatching the Coal and can on no account be accepted from Middle-men, Brokers, etc. If there is any delay in paying the freight due, or the freight is tendered by any one else than a duly authorised Colliery Representative, the consignment will not be booked under a "Paid" Invoice but under a "Weight only" Invoice, the sending colliery being debited with the freight in their bill in the ordinary course if they are on the Bill System, otherwise the sending colliery's supply will be stopped till payment is made, and if this payment is delayed in spite of stoppage of supplies beyond a week, the supplies to all collieries managed or owned by the same firm will also be stopped.

4. Money in payment of freight due on consignments booked under "To-pay" Invoices must be paid before the consignments can be delivered.

5. Colliery Proprietors and Managing Agents of Collieries and Firms named on pages 12 to 14 are granted the privilege of paying Coal freight on consignments despatched on their account through our General Coal Freight Bill System but this privilege is granted on clear understanding that such Coal freight bills must be paid on presentation, failing which the privilege of the Bill System will be withdrawn from the party detaining or not paying the bills regularly.

(a) List of firms who are allowed the benefit of the Coal Freight Bill System to certain stations is on pages 14 to 16 and of Depot-holders who are allowed the privilege of Coal Freight Bill System on pages 16 and 17. These privileges are subject to the same conditions as laid down in the concluding portion of paragraph 5 above.

(b) Other Colliery Proprietors who have been allowed the privilege of paying freight on the Coal Freight Bill System on despatches from their own collieries only are shewn on page 17. Under no circumstances, therefore, can their names be shown and accepted in column 10 of the Declaration Note as being responsible for freight for despatches from collieries other than their own. The privilege of the Bill System to these collieries has been granted under the same condition as laid down in the concluding portion of paragraph 5 above.

6. Collieries who have no representatives in Calcutta and who wish to pay their bills by crossed cheques locally, may do so at the following stations only:—

| | | | |
|------------|-------------|-----------|----------|
| Katragarh. | Sitarampur. | Ondal. | Giridih. |
| Jherriah. | Asansol. | Madhupur. | Dhanbad. |
| Barakar. | Raniganj. | | |

Crossed cheques on a recognised Bank in Calcutta will be accepted in payment of Bills.

7. Locomotive Coal, Coal for the Royal Indian Marine and the Admiralty:—

Locomotive coal for foreign railways (except Gondal and South Indian Railways) will be invoiced and despatched under "Weight only" Invoices, showing the weight and the rate, but not the calculated freight. The colliery making such despatches should enter in column 10 of the Coal Declaration Note that "Freight is payable by Railway." Weekly bills will be made out and sent to the railways concerned.

Coal for the Royal Indian Marine and the Admiralty will be booked under "Weight only" Invoices, showing the weight and the rate, but not the calculated freight and the freight will be adjusted by book transfer.

8. Collection of undercharge on Coal consignments.—All undercharges discovered either owing to discrepancies in weight or found on reweighment or owing to error in rate or calculation, etc., in connection with foreign or local traffic booked under "Weight only" and "Paid" Invoices will be collected by this Railway on receipt of intimation from the destination station. All such undercharges in connection with foreign or local traffic booked under "To-pay" Invoices will however, be collected by Receiving Stations,

In the case of undercharges discovered on Reweighment the Receiving station must obtain from the consignee a certificate as to the correct weight and submit the same with his advice.

Undercharge in connection with "Weight only" Invoices will be realised by the Chief Operating Superintendent and in connection with consignments booked under "Paid" Money Invoices by the Coal Area Superintendent, Dhanbad.

9. The system of compulsory Prepayment of freight on Coal, booked to stations on the following railways will be continued:—

- | | |
|-----------------------------------|--------------------------------------|
| 1. Gondal Railway.* | 8. Burdwan-Katwa Railway. |
| 2. Darjeeling-Himalayan Railway. | 9. Ahmadpur-Katwa Railway. |
| 3. Jorhat Provincial Railway. | 10. Junagad State Railway. |
| 4. Gwalior Light Railway. | 11. Bikaner State Railway.† |
| 5. Dibru-Sadiya Railway. | 12. Morvi Railway. |
| 6. Bankura-Damodar River Railway. | 13. Gaekwar's Baroda State Railway.‡ |
| 7. Kalighat-Falta Railway. | 14. Udaipur-Chitorgarh Railway. |

* Freight on Loco. Coal for the use of Gondal Railway also must be prepaid.

† The system of compulsory prepayment of freight does not apply to Coal for the Electrical and Mechanical Department of the Bikaner State Government.

‡ The compulsory prepayment of freight does not apply to Coal booked to Goya Gate from colliery stations on this Railway

List of Collieries and Firms who are allowed the benefit of the General Coal Freight Bill System.

| Names | Address | Stations to which the General Bill System applies |
|---------------------------|----------|---------------------------------------------------|
| Amritlal Ojha & Co., Ltd. | Calcutta | Anywhere. |
| A. N. Laha & Co. | | |
| Andrew Yule & Co., Ltd. | | |
| Apcar & Co. | | |
| Anderson Wright & Co. | | |
| Balmer Lawrie & Co. | | |
| Banerjee, W. C. & Co. | | |
| Barry & Co. | | |
| Bengal Coal Co., Ltd. | | |
| Bengal Iron Co., Ltd. | | |

| Names | Address | Stations to which the General Bill System applies |
|------------------------------------------|--------------|---------------------------------------------------|
| Begg Dunlop & Co. . . | Calcutta . . | Anywhere. |
| Begg Sutherland & Co. . . | " . . | " |
| Bird & Co. . . | " . . | " |
| Bhagat Ram Sri Ram Ltd. . . | " . . | " |
| B. N. Sanyal Ltd. . . | " . . | " |
| B. N. Mondal & Co. . . | " . . | " |
| Burn & Co. . . | " . . | " |
| Calcutta Electric Supply Corp., Ltd. . . | " . . | " |
| N. K. Chakravarty . . | " . . | " |
| Ford and MacDonald, Ltd. . . | Cawnpore . . | " |
| Gladstone Wyllie & Co. . . | Calcutta . . | " |
| Gillanders Arbuthnot & Co. . . | " . . | " |
| Graham's Trading Co., Ltd. . . | " . . | " |
| F. W. Heilgers & Co. . . | " . . | " |
| George Henderson & Co., Ltd. . . | " . . | " |
| Hoare Miller & Co., Ltd. . . | " . . | " |
| Holmes Wilson & Co., Ltd. . . | " . . | " |
| Hursookdas Balkissendas . . | " . . | " |
| Joshi & Co. . . | " . . | " |
| James Finlay & Co., Ltd. . . | " . . | " |
| Jardine Skinner & Co. . . | " . . | " |
| Jessop & Co., Ltd. . . | " . . | " |
| Kanji Monji & Co. . . | " . . | " |
| Kettlewell Bullen & Co. . . | " . . | " |
| Kilburn & Co. . . | " . . | " |
| Lyall Marshall & Co. . . | " . . | " |
| Low, H. V. & Co. . . | " . . | " |
| P. B. Mukherjee . . | " . . | " |
| Mackinnon Mackenzie & Co. . . | " . . | " |

| Names | Address | Stations to which the General Bill System applies |
|----------------------------------|---------------|---------------------------------------------------|
| McLeod & Co. | Calcutta .. | Anywhere. . . |
| MacNeill & Co. | " .. | " |
| Manji Govamal | " .. | " |
| Martin & Co. | " .. | " |
| Octavius Steel & Co., Ltd. .. | " .. | " |
| Ralli Brothers | " .. | " |
| Shaw Willace & Co... .. | " .. | " |
| Sikri Brothers | " .. | " |
| Thomas Duff & Co., Ltd. .. | " .. | " |
| Turner Morrison & Co. .. | " .. | " |
| Tata Iron & Steel Co., Ltd. .. | Jamshedpur .. | " |
| Karam Chand Thapar & Bros., Ltd. | Calcutta .. | " |
| Universal Trading Co. .. | " .. | " |
| Villiers, Ltd. | " .. | " |
| Williamson Magor & Co. .. | " .. | " |
| K. Worah & Co. | " .. | " |

List of Firms who are allowed the benefit of the Coal Freight Bill System to certain stations only.

| Names | Address | Stations to which the Bill System applies |
|--------------------------------|-------------|-------------------------------------------|
| Angus Co., Ltd. | Calcutta .. | Bhadreswar Ghat. |
| Associated Cement Co., Ltd. .. | Bombay .. | Lakheri and Wah. |
| Atherton West & Co., Ltd. .. | Cawnpore .. | Atherton Mills, Cawnpore. |
| Bombay Port Trust | Bombay .. | Bombay. |
| Birla Brothers, Ltd. | Calcutta .. | Fort Gloster (B. N. Rly.) |
| D. N. Chatterjee & Co. .. | ..... | Shalimar. |
| Cawnpore Cotton Mills Co. .. | Cawnpore .. | Cawnpore. |

| Names | Address | Stations to which the Bill System applies | |
|-----------------------------------------|------------|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Davenport & Co., Ltd. | Calcutta | .. | Hasiimara, Binnaguri & Riyaug. Jainty, Bagrakote, Odlabari, Chalsa, Nagrakata, Dalgaon, Siliguri, Madarihat, Car-ron and Banarhat. |
| Duncan Bros. Co., Ltd. | Calcutta | .. } | Anglo-India Jute Mills at Kankinara. |
| Dunlop Rubber Co. (India), Ltd. | Calcutta | .. | Bansabati. |
| Executive Officer, Agra Municipality. | Agra | .. | Agra. |
| Executive Officer, Municipal Board | Benares | .. | Benares. |
| Juggilal Kamlapat | Cawnpore | .. | Cawnpore. |
| John King & Co., Ltd. | Calcutta | .. | Howrah, Garden Reach, Watgunge and Shalimar. |
| Kalyanpur Lime Works, Ltd. | Calcutta | .. | Dehri-on-Sone. |
| K. P. Mitter (from Madhujore Colliery). | Calcutta | .. | N. W. Soap Co.'s Siding at Kidderpore Docks and Howrah. |
| C. MacDonald & Co. | Jukehi | .. | Jukehi. |
| Muir Mills Co., Ltd. | Cawnpore | .. | Cawnpore. |
| Municipal Committee | Ajmer | .. | Ajmer. |
| Secretary, Municipal Board | Lucknow | .. | Lucknow. |
| New Victoria Mills Co., Ltd. | Cawnpore | .. | Cawnpore. |
| New Egerton Woollen Mill | Dhariwal | .. | Dhariwal. |
| Oriental Gas Co., Ltd. | Calcutta | .. | Howrah and Calcutta. |
| Port Commissioners .. | Calcutta. | .. | Calcutta stations. |
| Municipal Engineer .. | Cawnpore | .. | Cawnpore. |
| R. N. Ghosh .. | Bally Khal | .. | Bally Khal and Dankuni. |
| Chief Engineer, Madras Port Trust | Madras | .. | Madras. |
| Electrical Engineer .. | New Delhi | .. | New Delhi. |
| Electrical Engineer .. | Patiala | .. | Patiala and Kandaghat. |
| Raja Sree Nath Roy & Bros. | Calcutta | .. | Howrah. |

| Names | Address | Stations to which the Bill System applies |
|-----------------------------------------------------------------------------------|---------------------|-----------------------------------------------------------------------------------|
| Superintending Engineer .. | Jaipur .. | Jaipur. . . |
| S. C. Chowdhury .. | Calcutta .. | Shalimar. |
| Jata Shanker Hari Shanker .. | Sibpur .. | Shalimar. |
| Saraswati Coal Co. .. | Cawnpore .. | Cawnpore. |
| S. Chatterjee & Co. (from Jambad Selected Colliery). From Porarpur Colliery .. | Calcutta | Ballyganj, Cossipore Road & Bhadreswar Ghat. Cossipore Road & Bhadreswar Ghat. |
| Shalimar Coal Co., Ltd. .. | „ .. | Shalimar and Kidderpore Docks. |
| Strawboard Manufacturing Co., Ltd. | Lahore .. | Saharanpur. |
| Sri Gangaji Cotton Mills, Ltd. .. | Mirzapur .. | Mirzapur. |
| Sir Sarupchand Hukumchand & Co. | Calcutta .. | Hukumchand Jute Mills, Naihati. |
| Upper India Couper Paper Mills Co., Ltd. | Lucknow .. | Badshanagar. . |

List of Depot-holders at Howrah Coal Yard who are allowed the benefit of the Coal Freight Bill System.

- | | |
|-------------------------------------------------|------------------------------------------------------------------------|
| 1. Bengal Coal Co. | 8. Andrew Yule & Co. |
| 2. Hoare Miller & Co. | 9. P. C. Dutt & Co. |
| 3. Barakar Coal Co. or Bird & Co. | 10. Martin & Co. |
| 4. New Beerbhum Coal Co. or Balmer Lawrie & Co. | 11. Raneegunge Coal Association or Kilburn & Co. |
| 5. A. N. Mullick & Bros. | 12. Ambhu Panday. |
| 6. Equitable Coal Co. or MacNeill & Co. | 13. Messrs. Birla Bros., Ltd. (Managing Agents, Kesoram Cotton Mills). |
| 7. Octavius Steel & Co. | |

List of Depot-holders at Howrah Grand Trunk Road Coal Siding who allowed the benefit of the Coal Freight Bill System.

- | | |
|---------------------------|--------------------|
| 1. Dalgonjan Panday & Co. | 4. Sew Dhon Dubey. |
| 2. J. L. Mondal & Bros. | 5. Jadu Routh. |
| 3. Bishnu Pado Atta. | |

**List of Depot-holders at Bhadreswar Ghat who are allowed
the benefit of the Coal Freight Bill System.**

- | | |
|--------------------------|--------------------|
| 1. Sailendra Nath Shaha. | 3. Martin & Co. |
| 2. W. C. Banerjee & Co. | 4. Sureswar Ghose. |

**List of Colliery Proprietors who are allowed the benefit of the Coal
Freight Bill system from their own collieries only.**

| | |
|----------------------------------|-----------------------------------------------------------------------------------------------------|
| Agabeg Brothers .. | Jogta Colliery and Jorekuri Colliery. |
| Angarpathra Colliery Co. .. | Angarpathra Colliery. |
| Bagdigi Kujama Collieries Co. | South Kujama Colliery. |
| Banerjee Santau .. | Jotijanoki Khas Colliery. |
| Busserya Coal Co., Ltd. .. | Busserya Colliery. |
| Central Kujama Coal Concern | Central Kujama Colliery. |
| Central Tisra Coal Co. .. | Central Tisra Colliery. |
| Commercial Colliery Co. .. | Tisra Colliery. |
| Dhanjee Devjee & Sons .. | Teesra Colliery. |
| Dhansar Coal Co., Ltd. .. | Dhansar Colliery. |
| Dhariajoba Colliery Co., Ltd. | Dhariajoba and Dhariajoba South Colliery. |
| Diamond Coal Co. .. | Tisra Colliery. |
| Khimji Dossa & Sons .. | Lower Jharia and Upper Jharia Colliery. |
| Seth Tarachand Ghanshyam Das | Joyrampur Colliery and Khas Joyram- pur Colliery. |
| Ghansadih Coal Co. .. | Ghansadih Colliery. |
| Amarsingh Gowamal .. | Tisra Colliery. |
| G. P. C. & Co. .. | Khas Jinagora Colliery. |
| Kanga & Co. .. | Godhar Colliery. |
| Khas Sitalpur Colliery Co. | Khas Sitalpur Colliery. |
| Kusunda & Nayadih Collieries Co. | Kusunda & Nayadih Colliery. |
| Monghalpur Colliery Co. .. | Sonachera (including Mongalpur) Colliery. |
| Narsi Purshatam .. | Alkusa Nayadih Colliery. |
| National Coal Co., Ltd. .. | Angarpathra Colliery. |
| North Adjai Coal Co., Ltd. | Jambad Colliery. |
| North Burrakar Coal Co., Ltd. | Lodna Colliery & Suratand Colliery. |
| Dana Premji & Co. .. | Bright Jharia Colliery. |
| Pure Jharia Colliery Co. .. | Pure Jharia, Gandhudih of Central Alkusa Colliery Co., Industry and New Pure Jharia Colliery. |
| Pure Kajora Coal Co., Ltd. | Pure Kajora Colliery. |
| Seth Khora Ramji .. | Khas Jharia Colliery. |
| K. B. Seal & Sons .. | Kalithan Jinagora Colliery and Kali- than Surator Colliery. |

Schedule of maximum and minimum rates for Coal Traffic.

Chargeable on the East Indian Railway including branches and lines worked by it* for the general public and for State or other Railways..

I. At Railway Risk (in any quantity)—

| | Maximum Rate. | | | | Per maund per mile |
|---------------------------|---------------|----|----|----|-----------------------|
| For all distances | .. | .. | .. | .. | 0·38 pie. |
| | Minimum Rate. | | | | |
| For all distances | .. | .. | .. | .. | 0·10 „ |

II. At Owner's Risk (in wagon loads)—

| | Maximum Rate. | | | | |
|------------------------------------------------------------------------------------|---------------|----|----|----|---------|
| For all distances up to 400 miles inclusive— | | | | | |
| For all distances up to 200 miles | .. | .. | .. | .. | 0·165 „ |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive | .. | .. | .. | .. | 0·15 „ |
| For distances above 400 miles— | | | | | |
| For the first 400 miles | .. | .. | .. | .. | 0·15 „ |
| Plus for any distance in excess of 400 miles | .. | .. | .. | .. | 0·10 „ |
| | Minimum Rate. | | | | |
| For distances up to 300 miles | .. | .. | .. | .. | 0·10 „ |
| Plus for any distance in excess of 300 miles and up to 500 miles inclusive | .. | .. | .. | .. | 0·066 „ |
| Plus for any distance in excess of 500 miles | .. | .. | .. | .. | 0·05 „ |

Condition 1.—That the rate shall be calculated on the through distance between the station of origin and the station of destination of the consignment.

Condition 2.—That when there are two or more routes to destination from the Colliery where the traffic originates the Railway or Railways forming the longer route may calculate charges on the same mileage as the Railway or Railways forming the shorter route.

Condition 3.—That the rates charged are divided between the Railways over which the traffic is carried in proportion to the mileage of each, provided that if the distance the coal is carried over any Railway is less than 25 miles, the mileage of that Railway in dividing the freight shall be reckoned as 25 miles.

Condition 4.—That these rates shall take effect from 1st April 1926.

* On the Hardwar-Dehra Railway the maximum rates should be calculated on one and a half times the actual distance obtainable between any two stations locally over that line, subject to a minimum of 25 miles. The rates are chargeable on the local distance of the Hardwar-Dehra Railway.

Certified correct.

H. G. EMMERSON,
Chief Accounts Officer, E. I. Ry., Calcutta.
The 1st March 1930.

J. F. BLACKWOOD,
Secretary, Railway Board,
The 25th March 1930.

Note.—A surcharge of 12½ per cent of the existing total freight charges (including all terminal, transhipment and other extra charges) subject to a maximum rate of surcharge of Re. 1 per ton on Coal, Coke and Patent Fuel (except Soft Coke) for the Public and for the use of Foreign Railways booked from stations on the East Indian Railway and lines worked by it, was sanctioned in the Government of India, Railway Department (Railway Board) letter No. 1062-T, dated the 18th February 1935.

The following extract from the Rules for the warehousing and retention of Goods published under the Government of India, Railway Department, Notification No. 1080-T, dated Delhi, the 18th February 1926, in Part I of the Gazette of India, dated the 20th February 1926, is issued by order of the Railway Board.

EAST INDIAN RAILWAY

I. Rules for the warehousing and retention of goods.

Wharfage.

1. Wharfage will be charged at rates not exceeding those given in the following table and will be calculated—

(1) Where freight is levied on weight—upon such weight.

(2) Where freight is levied on the vehicle in or on which the goods are carried—upon the carrying capacity of such vehicle—

| Circumstances | Time allowed free | Commodities | Rate per maund or part of a maund per day or part of a day in excess of the free time | Remarks |
|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| (i) On goods for despatch waiting to be consigned, i.e., consignments brought to station but consignment notes not received. | Closing time of the day on which goods are brought to station. | For goods of every description. | 1 anna .. | Goods will in all cases be at owner's risk until a receipt in the prescribed form has been granted duly signed by an authorized Railway servant. |
| (ii) On goods available for delivery | { From time of arrival till closing time of the day following that on which consignments are made available for delivery. | Ditto .. | Ditto .. | Goods will be warehoused either under cover or in the open as space may be available. |
| (iii) On goods not removed after delivery. | | | | |

2. A consignee must take delivery of goods forming part of a consignment whenever they are available for delivery notwithstanding that the remaining goods are short or damaged or have not arrived at their destination or are otherwise not available for delivery; and, if the consignee does not take delivery of such goods forming part of a consignment as are available for delivery, they will be subject to wharfage charge if not removed within the time allowed for removal.

Notice of arrival.

3. The Railway administration does not undertake to send notice of arrival of goods to consignees and the absence of such notice will not entitle consignees to claim exemption from wharfage or demurrage or storage charges if goods are not removed within the free time allowed. Endeavours will, however, be made at receiving stations to advise consignees, when practicable, of the arrival of their goods.

Treatment and Disposal of Unclaimed Goods.

4(a) Subject to the exception mentioned in Rule 4(e) below, unclaimed goods will be kept on hand at the station to which booked for a period of not less than one month during which time the notice prescribed in section 56, sub-section (1), of the Indian Railways Act, (IX of 1890), will be issued if the owner of the goods or person entitled thereto is known.

(b) If not taken delivery of within a period of not less than one month after receipt at the station to which invoiced, unclaimed goods will be sent to the Unclaimed Goods or Lost Property Office and dealt with as laid down in Rule 4(f) below.

(c) Unclaimed articles will be liable to the wharfage and demurrage charges herein referred to, as well as to all freight and special expenditure incurred by the Railway on account of their custody and disposal.

(d) Where articles such as arms, ammunition, explosives, intoxicating liquors, opium and its preparations, and hemp drugs, the sale of which by unlicensed persons is prohibited by law, are left unclaimed in the possession of the Railway, they will be made over to the Police or Excise authorities for disposal under the laws affecting the article. When not of a dangerous, perishable or offensive character, they will, however, be retained in the possession of the Railway for the same period as that prescribed for other unclaimed articles.

This rule, in so far as it relates to explosives, is supplemental to, and not in modification of, the rules made under the Indian Explosives Act.

(e) Perishable articles unclaimed or not taken delivery of, will be disposed of by auction at owner's risk and expense by the Station Master of the station at which they may be left after the expiry of 24 hours or earlier if they are, or are likely to become offensive.

(f) Public sales by auction will be held from time to time of all unclaimed or lost property which has remained in the possession of the Railway over six months. At least fifteen days' previous notice of each auction will be given by advertisement in newspaper.

(g) Any surplus proceeds arising out of sales of lost property or unclaimed consignment after payment of all charges and expenses due to the Railway will be paid to the person or persons thereto entitled.

II. Rules for regulating the use of rolling-stock, engines, and trains.

5. Demurrage on goods vehicles.

Demurrage will be charged at rates not exceeding the following :—

| Circumstances | Time allowed free | Rate per ton or part of a ton of carrying capacity per hour or part of an hour in excess of the free time | Remarks |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (i) On vehicles ordered and waiting to be loaded by consignors or detained for consignment note or otherwise owing to default of or at the request of the consignor. | Nine hours of daylight, from the time at which the vehicles are placed in position for loading. | 1 anna .. | |
| (ii) On loaded vehicles waiting to be unloaded by consignee. | Nine hours of daylight from the time at which the vehicles are placed in position for unloading. | 1 anna .. | The Railway Administration may, at its option, unload the vehicles and charge the consignee for doing so and will also charge wharfage on the contents under Rule 1. The Railway reserves the right of unloading owner's loads at destination immediately on arrival or within nine hours of daylight after arrival. In such cases the cost of unloading will be borne by the Railway. |

Note.—Daylight hours are reckoned normally as from 6 to 17 hours in the case of the East Indian Railway. The hours of business may, however, be altered by Railway Administration to suit local conditions, in which case due notification will be made to the public. Demurrage will be charged for every hour, day or night, in excess of the free time.

III. Calculation of charges.

6. In calculating wharfage and demurrage charges, fractions of one anna less than six pies shall be dropped and six pies and over will be charged as one anna. Where the total amount of wharfage or demurrage due on any consignment is less than two annas it shall be foregone.

IV. General.

7(a). In the event of goods requiring to be loaded or unloaded by owners becoming liable to both demurrage and wharfage charges, the Railway Administration may levy both demurrage and wharfage charges for such periods as the goods would be liable to such charges under these rules.

(b) If and for so long as the state of the traffic or any sudden emergency, makes it necessary and after advertisement in the local newspapers, the rate of demurrage or wharfage may be increased and the free time may be curtailed.

(c) Where the free time allowed in the preceeding rules included either Sundays, Christmas day and Good Friday, such days will be allowed free in addition, except as regards wharfage in case of animals, poultry and birds and as regards demurrage on goods vehicles waiting to be unloaded and on all coaching vehicles.

(d) The Railway Administration shall have the same lien on goods for demurrage and wharfage, and, if incurred, for unloading, as for freight and these charges must be paid before the goods are removed.

The following are the rules for charges payable in respect of the overloading of Coal published under the Government of India, Railway Department, Notification No. 1452-T, dated Delhi, the 21st January 1926.

Charges payable in respect of the overloading of coal.

1. When wagons overloaded with coal are received on the East Indian Railway for despatch, the extra coal may be unloaded and re-loaded into other wagons, and the Railway may recover from the colliery concerned—

(a) The cost of the labour and accounting involved in the operation, and

(b) Where the number of overloaded wagons invoiced in any one calendar month on account of any one colliery exceeds five per cent of the total number of wagons invoiced on account of that colliery in that calendar month, a demurrage charge not exceeding—

(i) Where the excess is not more than seven per cent—Rs. 1-8-0 per wagon.

(ii) Where the excess is more than seven per cent and not more than 10 per cent—Rs. 4 per wagon.

(iii) Where the excess is more than 10 per cent—Rs. 12 per wagon.

Terms and conditions governing the grant of refunds of the 12½ per cent surcharge collected on (1) Coal and Coke consigned to Howrah or Calcutta and exported from there by sea in ocean-going vessels to any port in or outside India and on (2) Coal consigned to Vizagapatam Port and loaded as Bunker coal in ocean-going vessels within the limits of the Port of Vizagapatam.

1. Claims for refund must be submitted by the one consignee, that is, by the party to whom the Coal or Coke was originally consigned over the Railway.

2. All claims for refund of the surcharge, to be valid, must be submitted within six months after the expiry of the month in which they accrued.

3. In case of Export Coal and Coke and Bunker Coal all claims for refund of surcharge must be submitted to the Chief Accounts Officer, E. I. Ry., Howrah, and to the Chief Auditor, B. N. Ry., Calcutta, as the case may be within the above specified time.

4. Any claim for refund of the surcharge not submitted to the Railway within two months of the expiry of the month in which it accrued will be subject to a discount in accordance with the following scales—

If submitted after two months, but within three months—5 per cent.

If submitted after two months, but within four months—10 per cent.

If submitted after two months, but within five months—15 per cent.

If submitted after two months, but within six months—20 per cent.

5. For the purpose of refund of the 12½ per cent surcharge the month in which the claim accrued shall be held to be the month in which the Coal or Coke is actually shipped for export by sea in Ocean-going vessels or loaded as Bunker coal in Ocean-going vessels.

6. All claims for refund of the surcharge must be submitted on the basis of the figures of shipment or of loading into Ocean-going vessels, as the case may be, for one complete month.

7. The weight on which the claim for refund of the surcharge is made must be supported (1) by the Bills of lading or Indian Coal Grading Board Shipment Certificate in the case of Coal or Coke exported from Howrah or Calcutta by sea to any port in or outside India and (2) by a certificate from the Traffic Manager, Vizagapatam Port, in the case of Coal loaded as "Bunker Coal" in ocean-going vessels within the limits of the Port of Vizagapatam.

8. All claims for refund of the surcharge submitted in connection with Coal and Coke consigned to Howrah or Calcutta and exported from there by sea in Ocean-going vessels to any port in or outside India, must also be supported by detailed particulars of an identical nature to those submitted at present to the Railway in the case of claims for rebates on such consignments.

9. All claims for refunds of the surcharge submitted in connection with Coal loaded as "Bunker Coal" in Ocean-going vessels within the limits of the Port of Vizagapatam must also be supported by statements giving the following informations—

- (i) The number, the name of the owning railway and the marked carrying capacity of the wagon in which the coal was originally brought to Vizagapatam Port.
- (ii) The name of the despatching colliery and booking station.
- (iii) The number and date of the Declaration Note, Invoice or Railway Receipt and of the Coal Freight Bill.
- (iv) The date of unloading of the wagon in the Vizagapatam Port.
- (v) The amount of the freight together with the surcharge paid to the Railway and the date of payment.
- (vi) Particulars of Ocean-going vessels with quantity of Bunker Coal loaded in each.

10. The firms claiming refund on "Bunker Coal" loaded in Ocean-going vessels within the limits of the Port of Vizagapatam will be required to maintain at their Coal Depots satisfactory record which will admit of each individual consignment of Coal booked under a particular invoice being readily connected with the quantity of "Bunker Coal" actually loaded in Ocean-going vessel. For this purpose, the records maintained by firms at their Coal Depots will be open to inspection at any time by a responsible representative of the Railway.

EAST INDIAN RAILWAY

COAL TARIFF

May 1938

J. A. BELL Agent.
J. C. ROSE Chief Commercial Manager.

CHAPTER I.

GENERAL RULES

1. Coal, Coke and Patent Fuel- Basis for charge.—

• Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways in full wagon loads, at owner's risk, are charged over the East Indian Railway system (including the Hardwar-Dehra Railway) at the following scale of rates :—

| | Per maund per mile |
|----------------------------------------------------------------------------------|-----------------------|
| (i) For traffic carried for distances 400 miles and under :— | |
| For all distances up to 200 miles inclusive .. | 0·165 pie. |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive .. | 0·13 „ |
| (ii) For traffic carried for distances over 400 miles :— | |
| For all distances up to 200 miles inclusive .. | 0·15 „ |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive .. | 0·06 „ |
| Plus for any distance in excess of 400 miles .. | 0·05 „ |

The rate for 401 miles calculated at the basis of charges shown under (ii) will be applied differentially to distances less than 401 miles, wherever cheaper.

Table of calculated rates per ton according to distance is given on pages 189 and 190.

• These rates apply over whole of the East Indian Railway system and Branches, including the Hardwar-Dehra Railway, subject to the conditions laid down in clause 2.

The rates were introduced with effect from 1st June 1929 and the Railway reserves the right to alter them should it be found desirable to do so.

General Rules.

2. Rates over the Hardwar-Dehra Railway Section—How to be calculated:—

The distance for charge for Coal, Coke and Patent Fuel over the Hardwar-Dehra Railway is one and a half times the actual distance subject to a minimum of 25 miles. Rates for Coal, Coke and Patent Fuel for the Public are calculated *on the separate distances from via Hardwar* and the rates for Coal, Coke and Patent Fuel for the use of Foreign Railways are calculated *on the through distance via Hardwar* in conjunction with Railways which have adopted the same scale of rates.

3. Coal traffic to stations on Foreign Railways.—(i) In through booking with Foreign Railways which have adopted the same scale of rates as on the East Indian Railway, the through rates per ton are calculated on the actual through distance from start to destination.

(ii) In through booking with Foreign Railways which have not adopted the same scale of rates as on the East Indian Railway, charge is made at the scale of rates shown in paragraph 1 over the East Indian Railway and in cases where these Railways are not in immediate connection, over Railways which have adopted the same scale of rates on the through distance up to the Junction with these Railways, to which must be added the rates in force over these Railways, the transshipment, ferry and other charges, where leviable, being charged in addition.

(iii) The following is the list of the Railways, which have adopted the same scale of rates in conjunction with the East Indian Railway in the case of Public and Foreign Railway Loco. Coal:—

The Bengal Nagpur Railway.

The Bengal and North Western Railway.

The Bikaner State Railway.

The Bombay, Baroda and Central India Railway.

The Eastern Bengal Railway.

The Great Indian Peninsula Railway.

The Jodhpur Railway.

The Madras and Southern Mahratta Railway (North-East Line only).

The North Western Railway.

The Rohilkund and Kumaon Railway.

The Assam Bengal Railway (Stations on the Surma Valley Section and other stations on the Chittagong, Mymensingh and Badarpur (Railway traffic) Districts of the A. B. Railway, via Mymensingh or via Tangi as the case may be (for Public Coal only).

(iv) The following Railways have adopted the same scale of rates on the through distance in conjunction with the East Indian Railway in the case of Foreign Railway Loco. Coal only:—

The Assam Bengal Railway.

The Jorhat Provincial Railway.

4. Calculation of Coal Rates.—Rates for Coal are quoted on a tonnage basis. Per ton rates are arrived at as under.—The per maund rates are first calculated in decimals according to mileage at the scale given in paragraph 1, decimals of less than 0.5 pie being dropped and 0.5 pie and above being reckoned as 1 pie in the result. The per maund rates thus arrived at are converted into per ton rates taking 27.22 maunds as equivalent to a ton, fractions of an anna below 6 pies being dropped and 6 pies and above being reckoned as one anna in the result.

General Rules.

5. Railway Risk Rates.—Coal, Coke and Patent Fuel booked at Railway Risk, when consigned in full wagon loads, are charged 20 (twenty) per cent. higher than at Owner's Risk.

• **6. Coal at Railway Risk via routes involving transshipment.**—Coal in bulk at Railway Risk is not accepted in through booking in cases where transshipment is involved *en route* owing to break of gauge, ferry, transshipment, &c.

7. Coal in small lots or consignments of less than a wagon load.—These consignments are charged for as a full wagon load unless the coal is bagged, in which case it is charged at 10 pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk.

8. Terminals.—

(a) **Terminal charge at the forwarding end.**—A terminal charge of Re. 0-4-0 per ton at the forwarding end is levied on all Coal, Coke and Patent Fuel dispatched from Collieries served by the East Indian Railway.

This terminal charge is levied on Coal, Coke and Patent Fuel booked or rebooked from Colliery stations only and is not levied when Coal, Coke and Patent Fuel are booked or rebooked from stations other than Colliery stations.

(b) **Terminal charge at the receiving end.**—A terminal charge of Re. 0-2-0 per ton at the receiving end is levied on all Coal, Coke and Patent Fuel booked from any station on this Railway and via to any station (including siding and Out-Agency) on this Railway (or Hardwar-Dehra Railway) except Howrah, Sealdah, Chitpur and via, Ultadanga, Cossipore Road (EB) and Kidderpore Docks.

The above receiving end terminal charge is not leviable in cases of lump sum rates per 4-wheeled wagon provided for in Rule 30.

(c) **Terminal charge on Coal, Coke and Patent Fuel booked to or from Howrah and Calcutta stations.**—A terminal charge of Re. 0-4-6 per ton is levied on all Coal, Coke and Patent Fuel booked to or from Howrah, Sealdah and via, Chitpur and via, Ultadanga, Cossipore Road (EB) and Kidderpore Docks. This terminal charge is equally leviable on Coal, Coke and Patent Fuel dispatched to or from Shalimar (C. P. C. Ry.), the Ramkistopur-Shalimar Branch and to or from any other station or siding where Howrah rates are applied.

• **9. Surcharge Cess on Soft Coke.**—(i) A surcharge cess of Re. 0-2-0 per ton is levied on Soft Coke originating at the following collieries situated in the Provinces of Bengal, Bihar and Orissa :—

| On the East Indian Railway | On the Bengal Nagpur Railway |
|-------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| (a) Collieries in the Jherriah, Raniganj, Giridih and Rajhara Coal-fields. | Collieries in the Jharia, Bokharo-Jharia, Chaurashi, Sanctoria (Radhanagar), Himgir-Rampur (Ib and Belpahar) and Talcher Coal-fields. |
| (b) Collieries served by the Gomoh-Chandrapura-Barka Kana-Dalton-ganj Branch. | |

N.B.—The collieries on the East Indian Railway comprise the collieries served by the colliery stations at which Coal, Coke and Patent Fuel dispatched by the collieries are invoiced, viz., Ondal, Asansol, Sitarampur, Burnco Siding, Barakar, Rasundanga Siding, Pathardihi, Girdih, Bermo, Barka Kana, Bhurkunda, Ray and Rajhara.

• The collieries on the Bengal Nagpur Railway comprise the collieries served by the colliery stations at which Coal, Coke and Patent Fuel dispatched by the collieries are invoiced, viz., Chaurashi, Radhanagar, Bhojudih, Bhaga, Mohuda, Talcher, and Ib.

General Rules.

(ii) The surcharge cess will be levied from—

- (a) The consignor in respect of "Paid" consignments. The sending stations will be held responsible for collection of the cess in such cases.
- (b) The consignee in the case of "To Pay" consignments. The receiving stations will be held responsible for the collection of the Cess in such cases.
- (c) The party responsible for the freight as shown in column 10 of the Coal Declaration Note, if the consignment is booked under "Weight only" Invoices. The forwarding Railway will be held responsible for the collection of the Cess in such cases.

(iii) The term "Soft Coke" means all coke which is unsuitable for metallurgical purposes. Consignments of coke shall be accompanied by the usual Coal Declaration Note in which the consignors or their Agents shall describe the consignments as either "Soft Coke" or "Coke suitable for metallurgical purposes" according to the nature of each consignment. The cess, therefore, will be levied on all consignments of Coke except "Coke for metallurgical purposes."

(iv) The cess will be calculated and recovered on the same weight on which freight is collected. The cess will not be levied, however, where the amount of cess due is less than two annas.

(v) Where the amount of cess due on any one consignment exceeds two annas, fractions of one anna amounting to less than six pies involved in the total amount shall be dropped, while those of six pies and over will be rounded off to the next anna.

(vi) The amount of cess will not be shown on the Invoice and Railway Receipt and will not be accounted for in the Abstract and Summaries of Coal consignments.

(vii) The cess, except in the case of consignments booked on the "weight only" system, will be recovered under a special receipt, the amount being taken to special debit in the Balance Sheet by the station recovering the cess.

10. Surcharge on Public and Foreign Railways' Loco. Coal, Coke and Patent Fuel.—

- (A) A surcharge of $12\frac{1}{2}$ per cent of the total freight charges, inclusive of terminals, transshipment, ferry, siding, Out-Agency and other extra charges due, is levied on all Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways booked from stations situated on the East Indian and Bengal Nagpur Railways and lines worked by these Railways. This surcharge of $12\frac{1}{2}$ per cent will, however, be subject to a maximum rate on account of surcharge of Re. 1-0-0 per ton calculated on the weight for charge of the consignment.

Soft Coke, which is unsuitable for metallurgical purposes, is exempted from this surcharge.

- (B) In calculating the surcharge, where leviable at $12\frac{1}{2}$ per cent, fractions of a rupee in the total of the freight charges at the existing rates (including terminals, transshipment, ferry, siding, Out-Agency and other extra charges due) is ignored, the surcharge of $12\frac{1}{2}$ per cent being calculated on the rounded off rupees only.

Where, however, the surcharge is leviable at the rate of Re. 1-0-0 per ton on the weight for charge of the consignment, fractions of a ton involved in the weight for charge will be charged as under:—

Surcharge applicable

| | | | | | Rs. | a. | p. |
|-------------------|----|----|----|----|-----|----|----|
| $\frac{1}{4}$ ton | .. | .. | .. | .. | 0 | 4 | 0 |
| $\frac{1}{2}$ ton | .. | .. | .. | .. | 0 | 8 | 0 |
| $\frac{3}{4}$ ton | .. | .. | .. | .. | 0 | 12 | 0 |

(C) Method of calculating surcharge in through booking with railways which do not adopt the East Indian and Bengal Nagpur Railways' Coal scale on the through distance.—In through booking with railways which have not adopted the same scale of rates as on the East Indian and Bengal Nagpur Railways on the through distance, the surcharge either at $12\frac{1}{2}$ per cent of the total freight charges or at Re. 1-0-0 per ton on the weight for charge of the consignment, as the case may be, is calculated as under :—

(i) Over the East Indian or Bengal Nagpur Railway and railways which have adopted the same scale of rates on the through distance (vide paragraph 3, page 26) the surcharge is levied either at $12\frac{1}{2}$ per cent of the total freight charges at the existing rates (inclusive of terminals, &c.) from the despatching station up to the junction station with those railways which have not adopted the same scale of rates, or at Re. 1-0-0 per ton on the weight for charge of the consignment, as the case may be.

(ii) Over railways which have not adopted the same scale of rates as on the East Indian and Bengal Nagpur Railways on the through distance, no surcharge is levied and the existing rates are applicable.

A ready reckoner, showing in Column I the equivalent of freight charges in rupees in respect of each individual consignment booked under one invoice and in Column II the amount of surcharge due at $12\frac{1}{2}$ per cent of the total freight charges (inclusive of terminals, &c.), is given at pages 193 to 211.

Note.—It must be noted that the calculated amounts of surcharge due, as given in the Ready Reckoner referred to above, do not apply in the case of consignments chargeable at rates per ton of Rs. 8 and above, on which the correct rate of surcharge due will be Re. 1 per ton on the weight of each consignment on which freight charges have been levied.

(D) The toll charges leviable on Coal, Coke and Patent Fuel for the public and for the use of foreign railways despatched from colliery sidings on the Mungalspur-Chara, Singaran and Pandra Branches of the East Indian Railway as per paragraphs 15(a), (b) and (c), page 31 are not subject to the levy of the surcharge. Therefore, in assessing the surcharge at the rate of $12\frac{1}{2}$ per cent of the total freight charges (including terminals, &c.), these toll charges must not be included to arrive at the total freight charges. In such cases the toll charge is leviable separately at the existing rates on the weight for charge of the consignment and is recoverable along with the freight as usual.

(E) In the case of booking to stations on the Hardwar-Dehra Railway the surcharge is levied over the East Indian and Hardwar-Dehra Railways either at $12\frac{1}{2}$ per cent of the total freight charges at the existing rates from the despatching station to destination or at Re. 1-0-0 per ton on the weight for charge of the consignment, as the case may be.

(F) Refund of Surcharge collected on Export Coal and Coke and Bunker Coal.—The surcharge collected on export Coal and Coke booked from East Indian and Bengal Nagpur Railway Colliery stations to Howrah, Shalimar or Calcutta and exported from there by one consignee by sea in ocean-going vessels only to any Port, in or

General Rules.

outside India as shown by Bills of Lading, or Indian Coal Grading Board Shipment certificate will be refunded on application by the one consignee to the administration of the East Indian or Bengal Nagpur Railway, as the case may be, subject to a satisfactory fulfilment of the terms and conditions as notified at page 23 of this tariff.

- (G) The surcharge collected on coal booked from East Indian Railway Colliery stations in the Jherriah and Raniganj Coal Fields to Vizagapatam Port via Asansol and loaded as Bunker Coal by one consignee in ocean-going vessels within the limits of the Port of Vizagapatam will be refunded on application by one consignee to the Chief Accounts Officer, East Indian Railway, in the case of "Paid" consignments and to the Chief Auditor, Bengal Nagpur Railway, in the case of "To-pay" consignments on the terms and conditions laid down at this tariff.
- (H) The surcharge of 12½ per cent (subject to a maximum of Re. 1-0-0 per ton) on the total freight charges should be divided in the ratio of each Railway's proportion of the freight exclusive of the surcharge.

11. Charges for mixed consignments of Soft Coke and Hard Coke or of Soft Coke and Coal.—The surcharge cess of Re. 0-2-0 per ton as also the surcharge of 12½ per cent. of the total freight charges at the existing rates is leviable on mixed consignments of Soft Coke and Hard Coke or of Soft Coke and Coal loaded in the same wagon on the total weight of the consignment on which freight at the existing rate is calculated for the same wagon.

The surcharge cess of Re. 0-2-0 per ton, will, however, be recovered along with the freight charges but will not be shown on Invoices as notified in clause (vi) paragraph 9 above.

The method of calculating the 12½ per cent surcharge is the same as notified in paragraph 10 above.

12. Charges for over loaded Coke.—The 12½ per cent surcharge is not leviable, in local booking only, on overloaded Coke which consist of soft coke, hard coke and coke ashes and is described as "Weigh-bridge Coke" in D/Notes and Invoices.

13. Loading, Unloading and Transhipment charges.—In all cases, consignments of Coal, Coke and Patent Fuel must be loaded and unloaded by senders and consignees. When it will be necessary for the Railway to load or unload the consignment either at the sending or at the receiving end, as the case may be, an extra charge at the rate of Re. 0-9-1 per ton for each operation will be levied and when the Railway has both to load and unload, an extra charge of Re. 1-2-2 per ton is levied. In case of transhipping contents of misloaded wagons, however, an extra charge will be levied at the rate of Rs. 5-0-0 per 4-wheeled wagon.

All charges for transhipment at ferries or otherwise and at Junctions, where there is a break of gauge, are at the entire cost of the consignors and consignees and are levied in addition. When additional charges at ferries, or elsewhere, are reckoned at a rate based on an additional mileage, such mileage is not taken into account in calculating the distances under the Tariff.

Where it is specially stated, extra charge on account of transhipment is Re. 0-2-3 per ton for each operation.

14. Minimum distance for charge.—The minimum distance for charge over the E. I. Railway in local booking is 25 miles. This minimum distance for charge also applies over the E. I. Railway in through booking when the Schedule of charges over Foreign lines differs from that on the E. I. Ry.

General Rules.

15(a) Extra charge on Coal booked from Mungulpur-Chara Branch.—

On all coal despatched from Mungulpur-Chara Branch an extra toll charge of Re. 0-1-0 per ton must be levied over and above the rates shown in the Coal Tariff. The extra charge must be entered separately on the Invoices. This extra charge will not, however, be levied on Coal despatched from (1) Collieries worked by the Ondal Coal Company, Ltd., (Managing Agents, Messrs. F. W. Heilgers and Company), (2) Chandan Mull Indra Kumar's Gaighatta and Chorakhas Sidings, (3) the South Jambad Coal Company Limited's (Managing Agents, Messrs. Universal Trading Company) South Jambad colliery loading at South Jambad South and South Jambad West Sidings, (4) Jambad Coal Concern's (Managing Agents, Messrs. Banerjee & Co.), Jambad Colliery loading at Jambad Siding and (5) East Jambad Coal Concern's (Managing Agents, Messrs. Banerjee & Co.) East Jambad Collieries loading at Jambad and East Jambad Sidings, (6) North Adjai Coal Co., Ltd. Jambad Colliery loading at North Adjai Siding and (7) Messrs. Devji Ghela Bhai and Bros. Jambad Selected Colliery, loading at Jambad Selected Siding and will not also be levied on Coal on which freight is payable by the Ondal Coal Co., Ltd., (Managing Agents, Messrs. F. W. Heilgers & Co.)

This extra charge is not subject to the levy of the 12½ per cent. surcharge.

- **(b) Extra charge on Coal, Coke and Patent Fuel booked from Pandra Branch.—**An extra charge of Re. 0-1-6 per ton must be levied on all coal despatched from the Pandra Branch over and above the rates from Barakar and Kaloobathan stations.

This extra charge is not subject to the levy of 12½ per cent. surcharge.

(c) Extra charge on Coal, Coke and Patent Fuel booked from Singaran Branch.—On all coal despatched over the assisted portion of Singaran Branch from collieries other than those worked by the Singaran Coal Syndicate, Ltd., an extra charge of Re. 0-1-0 per ton on account of tollage must be levied over and above the rates shown in the Tariff and must be shown separately on Invoices concerned. This tollage will be collected by the Railway and paid to Messrs. Villiers, Ltd., Managing Agents of the Singaran Coal Syndicate, Ltd., by the Chief Accounts Officer at the end of each calendar half-year.

This extra charge is not subject to the levy of 12½ per cent. surcharge.

16(a) Transhipment Charge at Sakrigalighat.—In booking coal, coke and patent fuel to Manihari Ghat, an extra charge of 6 annas 10 pies per ton is levied in addition to the ferry charge.

(b) Transhipment charge at Mokameh Ghat.—In booking coal, coke and patent fuel via Mokameh Ghat, the East Indian Railway levy a transhipment charge of Re. 0-2-3 per ton at Mokameh Ghat.

- **(c) Transhipment charge at Bhagalpur Junction.—**A transhipment charge of Re. 0-2-3 per ton is levied by the East Indian Railway on coal, coke and patent fuel booked via Bhagalpur Junction.

(d) Transhipment charge at Arrah and Sasaram for Arrah-Sasaram Light Railway.—A transhipment charge of Re. 0-2-3 per ton due to the East Indian Railway is levied on coal, coke and patent fuel booked *via* Arrah or *via* Sasaram.

(e) Transhipment charge via the metre gauge Junctions of the Bombay Baroda and Central India Railway.—The East Indian Railway levy a transhipment charge of Re. 0-2-3 per ton on coal, coke and patent fuel booked to or from metre gauge Railways *via* Cawnpore Central Goods Shed, *via* Agra East Bank, *via* Hathras and *via* Farukhabad. Loco. Coal for the Bombay Baroda and Central India Railway is exempted from this charge.

In the case of Bombay Baroda and Central India Railway Loco. Coal booked to narrow-gauge stations on Bombay Baroda and Central India Railway *via* Cawnpore Central Goods Shed the distance over the East Indian Railway for the purpose of apportionment of charges, should be increased by 3 miles, the distance over the Bombay Baroda and Central India Railway being reduced by 3 miles.

General Rules.

(f) **Transshipment charge at Burdwan and Ahmadpur.**—In booking *via* Burdwan to Burdwan-Katwa Railway and *via* Ahmadpur to Ahmadpur-Katwa Railway stations a transshipment charge of Re. 0-2-3 per ton only is levied on coal, coke and patent fuel.

(g) **Transshipment charge on Coal, Coke and Patent Fuel passing *via* Allahabad City Junction.**—A transshipment charge of Re. 0-2-3 per ton is levied on coal, coke and patent fuel passing *via* Allahabad City Junction to and from the Bengal and North Western Railway stations.

Coal, coke and patent fuel cannot be booked at present from Colliery stations on the East Indian Railway to stations on the Bengal and North Western Railway and *via*, *via* Allahabad City.

(h) **Transshipment charge at Magra.**—On coal, coke and patent fuel booked *via* Magra to stations on the Bengal Provincial Railway a transshipment charge of Re. 0-2-3 per ton only is levied at Magra.

(i) **Transshipment charge at Futwah.**—A transshipment charge of Re. 0-2-3 per ton due to the East Indian Railway is levied in the case of coal, coke and patent fuel booked *via* Futwah to stations on the Futwah-Islampur Railway.

(j) **Transshipment charge at Junctions on the O. & R. Section.**—Transshipment of coal, coke and patent fuel at Lucknow, Benares Cantonment, Shahganj, Jaunpur, Moradabad, Bareilly and Bara Banki is performed by the East Indian Railway at a rate of Re. 0-6-10 per ton. This charge will be entered on Invoices as part of the East Indian Railway proportion of charge.

In the case of coal traffic to Badshahnagar involving transshipment at Bara Banki a transshipment charge of Rs. 3/- per 4-wheeled broad gauge wagon is levied.

The transshipment charge leviable at Saharanpur on Coal, Coke and Patent Fuel booked from East Indian Railway stations and *via* to stations on the Shahdara (Delhi) Saharanpur Light Railway carried by the East Indian Railway route is Re. 0-4-6 per ton.

(k) **Transshipment charge at Cawnpore Central Goods Shed.**—The East Indian Railway levy a transshipment charge of Re. 0-4-6 per ton at Cawnpore Central Goods Shed in the case of booking (i) between Bengal and North Western Railway stations and *via*, and the East Indian Railway stations and *via* (ii) between Bengal and North Western Railway stations and *via* and Great Indian Peninsula Railway stations and *via*, and (iii) between stations on the Great Indian Peninsula Railway and *via* and stations on the Bombay, Baroda and Central India Railway and *via*, *via* Cawnpore Central Goods Shed.

Coal, coke and patent fuel cannot be booked at present from Colliery stations on the East Indian Railway to stations on the Bengal and North Western Railway *via* Cawnpore Central Goods Shed.

17. East Indian Railway charge on Coal from Great Indian Peninsula Railway stations and *via* to Bombay, Baroda and Central India Railway stations, *via* Cawnpore Central Goods Shed.—In calculating rates for Coal, Coke and Patent Fuel booked from stations on the Great Indian Peninsula Railway and *via* to stations on the Bombay, Baroda and Central India Railway *via* Cawnpore Central Goods Shed, an extra 3 miles for the East Indian Railway must be added to the distances over the Great Indian Peninsula and Bombay, Baroda and Central India Railways for the purpose of arriving at the through distance on which charges are to be computed.

18. Coal charged by the shortest route.—Public Coal booked to Foreign Railway stations will be charged by way of the shortest route.

General Rules.

19. Distance for charge from Jherriah to Howrah, &c.—In calculating Coal rates to Howrah, Calcutta (Sealdah), Ultadanga, Cossipore Road (E. B.), Chitpur and *via* Kidderpore Docks, the distance for charge from all Collieries in the Jherriah Field of the East Indian Railway, by the East Indian Railway direct route, is reckoned at 170 miles. When, however, freight charges are calculated on the through distance, *via* Howrah, the actual mileage for charge must be taken.

20. Grouping of Coal rates from the Jherriah Field.—The rates for Coal, Coke and Patent Fuel from Pathardihi, Katrasgarh and Kusunda will be the same as those from Jherriah, both as regards upwards and downwards despatches.

21. Interchange of wagons with the Bengal Nagpur Railway via the Exchanges.—Coal, Coke and Patent Fuel from Collieries served by the East Indian Railway in the Jherriah Field may be despatched to stations on the Bengal Nagpur Railway and beyond *via* Bhaga*, Bhojudih or Malkera Exchange Link, when required to by the Bengal Nagpur Railway.

22. Fractions of a ton.—All rates for coal are quoted on a tonnage basis and fractions of a ton are dealt with as shewn below :—

| | | | |
|-----------------------------|----|----|----------------------------------|
| Below 2 cwts. | .. | .. | No charge. |
| 2 cwts. and below 8 cwts. | .. | .. | Charge as for $\frac{1}{4}$ ton. |
| 8 cwts. and below 12 cwts. | .. | .. | " " $\frac{1}{2}$ " |
| 12 cwts. and below 18 cwts. | .. | .. | " " $\frac{3}{4}$ " |
| 18 cwts. and above | .. | .. | " " 1 " |

23. Fractions of a mile.—In calculating distances for charge at the rate per mile, any fraction of a mile is taken as one mile.

24. Fractions of a hundredweight in the tare weight of coal wagons.—In the case of wagons loaded with coal, fractions of a hundredweight, in the tare weight, below 2 qrs. are dropped, 2 qrs. and above being reckoned as 1 cwt.

This rule also applies over the Bengal Nagpur Railway.

25. Exclusion of pies from freight charges.—In calculating freight charges, where lump sum rates are not given, if the rate per ton gives a fraction of an anna, six pies or more shall be taken as one anna, less than six pies shall be dropped. In the case, however, of extra charges such as for ferries, transshipment, &c., pies will not be dropped but added to the through rates.

26. Maundage and Tonnage.—In all transactions, where necessary, the following equivalents are adopted :—

| | |
|--------------------------|----------------------|
| 100 Maunds = 3.673 tons. | 1 Maund = 82.29 lbs. |
| 27.22 „ = 1 ton. | 10 Seers = 20.57 „ |

27(a) Payment of freight on Coal, Coke and Patent Fuel.—See Page 11 of this Tariff.

(b) Prepayment of freight on Coal and Coke booked to Kashi and Benares Cant.—

(i) Freight on consignments of coal and coke, other than steam coal, soft coke and hard coke, booked to Kashi and Benares Cant. must be prepaid.

.. (ii) Freight on overloaded coal which is a mixture of all kinds of coal and is described as "Coal" in the invoices, booked to Kashi and Benares Cant. must be prepaid.

*The Bhaga Exchange is closed at present and the work done previously at that point has been transferred to Pathardihi. The existing rates and rules for the booking of traffic *via* the Exchange Link will, however, continue to remain in force until further advice.

General Rules.

(c) **Prepayment of freight on Coal, Coke and Patent Fuel booked to a Coal Despatching Station or to a Colliery Siding.**—When Coal, Coke and Patent Fuel are booked to a Coal-despatching Station or to a Colliery Siding, the railway freight must be prepaid.

28. Rate for coal from Jherriah Coal Field (Bengal Nagpur Railway) to Howrah and Calcutta stations:—Coal, Coke and Patent Fuel for the Public and for use of Foreign Railways, at owner's risk, in full wagon loads, when booked by the East Indian Railway route from the following Bengal-Nagpur Railway sidings in the Jherriah Coal Field to Howrah, Calcutta (Sealdah) and *via*, Chitpur and *via*, Ultadanga, Cossipore Road (E. B.) and Kidderpore Docks are charged at the rate of Rs. 4-8-6 per ton, which includes the terminal charges of Re. 0-4-0 per ton at the forwarding end and Re. 0-4-6 per ton at the receiving end.

A surcharge of 12½ per cent of the total freight charges is leviable in addition (except on Soft Coke.)

| Names of B. N. Ry. sidings | No. | Nearest E. I. Ry. Exchange Link station | Names of B. N. Ry. sidings | No. | Nearest E. I. Ry. Exchange Link station |
|--------------------------------------|-----|-----------------------------------------|----------------------------|-----|-----------------------------------------|
| | | | | | |
| Mucadum | 1 | | Noonoodih | 18 | |
| Do. | 2 | | Bhutgoria | 5 | |
| Empire | 3 | | Do. | 5/1 | |
| Chasnala | 4A | | Kendwadih | 7 | |
| Do. | 4B | | Bhagaband | 9 | |
| Do. | 4C | | Do. | 10 | |
| Do. | 4 | | | | |
| Sudamdih North | 3 | | Jamadoba | | |
| Sudamdih | 3A | | Do. | 6A | |
| Do. | 7 | | Do. | 6B | |
| Sutikdih | 6 | | Jardine's Balliari | 2 | |
| Swardih | 2 | | Pootkee | 16 | |
| Mahalbani | | { Pathardihi. | Do. | 16A | |
| Chhataland (Sudamdih Pumping Siding) | | | Balliari | 11 | |
| Bhowra | 2 | | Do. | 12 | |
| Do. | 3 | | Do. | 13 | { Jherriah. |
| Do. | 4 | | Do. | 14 | |
| Do. | 5 | | Standard | 3 | |
| Do. | 5A | | Do. | 3A | |
| Do. | 6 | | Do. | 4 | |
| Bhowrah Bye-products and Coke Ovens. | 16 | | Hurriladih | 2 | |
| Mahulbani | 11 | | Bhalgora | 22 | |
| Swardih | 9 | | Kanga | 1 | |
| Dongree | 8 | | Burragarh | 1A | |
| Jorapukur | 10A | | Do. | 1B | |
| | | | Do. | 1C | |
| Jamadoba | 2 | | Do. | 1D | |
| Do. | 2A | | Gopalichuck | 16 | |
| Noonoodih | 3 | { Jherriah. | Simlabahal | 5 | |
| Do. | 3A | } | Do. | 5A | |

| Names of B. N. Ry. sidings | No. | Nearest E. I. Ry. Exchange Link station | Names of B. N. Ry. sidings | No. | Nearest E. I. Ry. Exchange Link station |
|-----------------------------------|-----|-----------------------------------------|------------------------------------------------|-----|-----------------------------------------|
| Kilburn's Kustore .. | 7 | Jherriah. | Malkera .. | 3 | Katrashgarh. * |
| Do. .. | 7A | | Behmundih .. | 8 | |
| Jardine's Balliary .. | 1. | | Choitudih .. | 9 | |
| Marine .. | 23 | | Pathergoria .. | 11 | |
| Putaha .. | 11 | | Bamangora .. | 12 | |
| Do. .. | 12 | | Raneedih .. | 1 | |
| Central Kirkend .. | 19 | | Peepratand .. | 8 | |
| Kirkend .. | 19A | | Jamadia .. | 3 | Pathardihi. |
| Gopalichuk, west .. | 8 | | Puddegora .. | 1 | |
| | | | Huntoodih .. | 1 | |
| Sijua .. | 24 | Katrashgarh. * | Kankanee .. | 1 | Pathardihi. |
| Do. .. | 30 | | Do. .. | 2 | |
| Loyabad .. | 20 | | Do. .. | 3 | |
| Kankanee .. | 32 | | Do. .. | 4 | |
| Bhelatand .. | 18 | | Layabad Electric Supply and Coke Co.'s siding. | 28 | Katrashgarh. * |
| Bhoodruchuck .. | 17 | | | | |
| Kumarjuri .. | 21 | | Murulidih .. | 7 | |
| Nowagarh .. | 1 | | Do. .. | 1 | |
| Public siding off Nowagarh No. 1§ | .. | | Do. .. | 1B | |
| Nowagarh .. | 3 | | Do. .. | 1C | |
| Lakurka .. | 5 | | Do. .. | 4 | |
| Dharmaband .. | 2 | Pathardihi. | Do. .. | 6 | Katrashgarh. * |
| Do. .. | 4 | | Do. .. | 8 | |
| Do. .. | 4A | | Bhatdih .. | 3 | |
| Do. .. | 5 | | Do. .. | 3A | |
| Do. .. | 6 | | Mucheridih .. | 3 | Pathardihi. |
| Do. .. | 19 | | Parelgoria .. | 5 | |
| Jorapukur .. | 10 | Pathardihi. | Raneedih .. | 4 | |
| Do. .. | 12 | | Peepratand .. | 2 | |
| Do. .. | 12C | | Pathergadda .. | 1 | Pathardihi. |
| Jeetpur .. | 15 | | Sitanala .. | 1A | |
| | | | Amlabad .. | 2 | |
| | | | Gurgaon .. | 3 | |

§ A siding charge of Re. 0-4-0 per wagon due to the Bengal Nagpur Railway will be levied in addition to the rate chargeable.

*Traffic made over to the East Indian Railway via this Exchange Link is invoiced at Kusunda.

29. Charges on Coal from Bengal Nagpur Railway Collieries in the Jherriah Field to other than Howrah and Calcutta stations.—On Coal, Coke and Patent Fuel from Collieries situated on the Bengal Nagpur Railway in the Jherriah Field to stations other than Howrah and Calcutta stations on the East Indian Railway and beyond, when booked by the East Indian Railway route, the charges are calculated on the distance from the East Indian Railway Exchange Link station nearest to the Colliery Siding except in cases where special rates have been quoted from the Colliery Siding itself. The forwarding and receiving end terminal charges of Re. 0-6-0 per ton is levied in addition in all cases.

General Rules.

The names of the Collieries served by the Bengal Nagpur Railway and the nearest East Indian Railway Exchange Link station are shown below:—

| Names of B. N. Ry. sidings | No. | Nearest E. I. Ry. Exchange Link station | Names of B. N. Ry. sidings | No. | Nearest E. I. Ry. Exchange Link station |
|------------------------------------------|-----|-----------------------------------------|----------------------------|-----|-----------------------------------------|
| Mucadum .. | 1 | Pathardihi. | Pootkee .. | 16 | Jherriah. |
| Do. .. | 2 | | Do. .. | 16A | |
| Empire .. | 3 | | Balliari .. | 11 | |
| Chasnala .. | 4 | | Do. .. | 12 | |
| Do. .. | 4A | | Do. .. | 13 | |
| Do. .. | 4B | | Do. .. | 14 | |
| Do. .. | 4C | | Standard .. | 3 | |
| Sudamdih North .. | 3 | | Do. .. | 3A | |
| Sudamdih .. | 3A | | Do. .. | 4 | |
| Do. .. | 7 | | Hurriladih .. | 2 | |
| Sutikdih .. | 6 | | Bhalgora .. | 22 | |
| Swardih .. | 2 | | Kanga .. | 1 | |
| Mahalbani .. | 9 | | Burragarh .. | 1A | |
| Chhataland (Sudamdih Pumping Siding.) .. | | | Do. .. | 1B | |
| Bhowra .. | 2 | Jherriah. | Do. .. | 1C | |
| Do. .. | 3 | | Do. .. | 1D | |
| Do. .. | 4 | | Gopalichuck .. | 16 | |
| Do. .. | 5 | | Simlabahal .. | 5 | |
| Do. .. | 5A | | Do. .. | 5A | |
| Do. .. | 6 | | Kilburn's Kustore .. | 7 | |
| Bhowra Bye-products and Coke Ovens. .. | 16 | | Do. .. | 7A | |
| Mahulbani .. | 11 | | Jardine's Balliary .. | 1 | |
| Swardih .. | 9 | | Marine .. | 23 | |
| Dongree .. | 8 | | Putaha .. | 11 | |
| Jorapukur .. | 10A | | Do. .. | 12 | |
| Ghurkhunti .. | 14 | | Central Kirkend .. | 19 | |
| Jamadoba .. | 1 | Jherriah. | Kirkend .. | 19A | |
| Do. .. | 2 | | Gopalichuk, West .. | 8 | |
| Noonoodih .. | 3 | | Sijua .. | 24 | |
| Do. .. | 3A | | Do. .. | 30 | |
| Do. .. | 18 | | Loyabad .. | 20 | |
| Bhutgoria .. | 5 | | Bhelatand .. | 18 | |
| Do. .. | 5/1 | | Bhoodruchuck .. | 17 | |
| Kendwadih .. | 7 | | | | |
| Bhagaband .. | 9 | | | | |
| Do. .. | 10 | | | | |
| Jamadoba .. | 6 | | | | |
| Do. .. | 6A | | | | |
| Do. .. | 6B | | | | |
| Jardine's Balliary .. | 2 | | | | |

General Rules.

| Names of B. N. Ry. sidings | No. | Nearest E. I. Ry. Exchange Link station | Names of B. N. Ry. sidings | No. | Nearest E. I. Ry. Exchange Link station |
|-----------------------------------------|-----|-----------------------------------------|--------------------------------------------------------|-----|-----------------------------------------|
| Kumarjuri .. | 21 | * Katrashgarh. | Peepratand .. | 8 | * Katrashgarh |
| Nowagarh .. | 1 | | Jamadia .. | 3 | |
| Do. .. | 3 | | Puddugora .. | 1 | |
| | | | Huntoodih .. | 1 | |
| Public siding off Nawa- garh No. 1§. | .. | | Kankanee .. | 1 | * Pathardihi. |
| Lakurka .. | 5 | | Do. .. | 2 | |
| | | | Do. .. | 3 | |
| | | | Do. .. | 4 | |
| Dharmaband .. | 2 | | Layabad Electric Sup- ply and Coke Co.'s Siding. | 28 | * Katrashgarh |
| Do. .. | 4 | | | | |
| Do. .. | 4A | | | | |
| Do. .. | 5 | | Murulidih .. | 7 | |
| | | * Pathardihi | Do. .. | 1 | * Katrashgarh |
| Do. .. | 6 | | Do. .. | 1B | |
| Do. .. | 19 | | Do. .. | 1C | |
| | | | Do. .. | 4 | |
| Jorāpukur .. | 10 | * Katrashgarh. | Do. .. | 6 | * Pathardihi. |
| Do. .. | 12 | | Do. .. | 8 | |
| Do. .. | 12C | | Bhatdih .. | 3 | |
| Jeetpur .. | 15 | | Do. .. | 3A | |
| Malkera .. | 3 | * Katrashgarh. | Mucheridih .. | 3 | * Pathardihi. |
| Behmundih .. | 8 | | Parelgoria .. | 5 | |
| Choitudih .. | 9 | | Raneedih .. | 4 | |
| | | | Peepratand .. | 2 | |
| Pathergoria .. | 11 | * Katrashgarh. | Pathergadda .. | 1 | * Pathardihi. |
| | | | Sitanala .. | 1A | |
| Bamangora .. | 12 | | Amlabad .. | 2 | |
| Raneedih .. | 1 | | Gurgaon .. | 3 | |

*Traffic made over to the East Indian Railway *via* this Exchange Link is invoiced at Kusunda.

§A siding charge of Re. 0-4-0 per wagon due to the Bengal Nagpur Railway, must be levied in addition.

30. Special rates for Coal, &c.—

(1) Special rates for Slack and dust Coal from and to Sidings on Bengal Nagpur Railway to and from Sidings on East Indian Railway *via* the Exchange.—

(i) Slack and dust Coal in full wagon loads, at Owner's Risk, loading and unloading being done by senders and consignees, booked from South Balliary Colliery (Jardine's Balliary Nos. 1 and 2 Sidings, Bengal Nagpur Railway) to Bararee Coke Ovens (Lower Khoira, East Indian Railway) in the Jherriah Field, *via* Pathardihi Exchange, is charged at an all-round rate of † Rs. 10-0-0 per four-wheeled wagon, plus a surcharge of 12½ per cent of the total freight charges which will be divided equally between the East Indian Railway and Bengal Nagpur Railway.

† Since revised to Rs. 12-0-0 *vide* CCM's Minute Sheet No. CR/CR 1226/Pt. 4/BM of 28th February 1938.

General Rules.

(ii) Coal for Coke making in full wagon loads O. R., L., from Kilburn's Kustore Nos. 7 and 7A Sidings on Bengal Nagpur Railway to Lodna Coke Ovens Sidings on East Indian Railway *via* Pathardihi Exchange is charged at an all round rate of Rs. 10-0-0 per 4-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges which will be divided equally between the East Indian and Bengal Nagpur Railways.

(iii) Coal booked from Collieries in the Jherriah field of the East Indian Railway to Layabad Electric Supply and Coke Company's Siding No. 28 (Bengal Nagpur Railway) *via* Katrasgarh Exchange or *via* Pathardihi Exchange is charged at the following lump sum rates :—

(a) † Rs. 10-0-0 per 4-wheeled wagon (plus a surcharge of $12\frac{1}{2}$ per cent on the total freight charges) in the case of traffic for the Layabad Coke Ovens.

(b) Rs. 13-0-0 per 4-wheeled wagon (plus a surcharge of $12\frac{1}{2}$ per cent on the total freight charges) in the case of traffic for the Sijua (Jherriah) Electric Supply Co.

These charges are divided equally in each case between the East Indian and Bengal Nagpur Railways.

(2) Special rates for Coal for Coke making (i).—Coal for Coke making in full wagon loads at Owner's Risk loading and unloading being done by senders and consignees booked from any Colliery Siding on the East Indian Railway in the Jherriah Field to Bararee Coke Ovens Siding is charged at an all round special rate of Rs. 10-0-0 per four-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges.

(ii) Coal in full wagon loads O. R., L., from Pretoria No. 3, Sheikhpur Damodar-pur and Damodar-pur Extension sidings to Pretoria No. 1 siding is charged at a lump-sum rate of † Rs. 10-0-0 per four-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges.

(iii) Coal in full wagon loads O. R., L., from Chanch No. 4 Siding to Chanch No. 2 Siding (for Reliance Firebrick and Pottery Works) is charged at a lump sum rate of † Rs. 10-0-0 per 4-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges.

(iv) Slack and dust Coal for Coke making in full wagon loads, O. R., L., between the following colliery sidings is charged at an all round special rate of † Rs. 10-0-0 per 4-wheeled wagon, a surcharge of $12\frac{1}{2}$ per cent. of the total freight charges being levied in addition :—

| From | To |
|-------------------------------|---------------------------|
| Bararee .. | |
| New Bararee Nos. 1, 2 and 3 | |
| South Bararee .. | Lower Khoira Siding (Loop |
| Jealgora .. | No. 2). |
| East Jealgora .. | |
| Jealgora North .. | |
| { Bansdeopur Nos. 1 and 2 | |
| * { Marine New | Balliari Siding.* |
| { Kendwadhi Nos. 1 2 and 3 .. | |

(v) Coal in full wagon loads, O. R., L., from Victoria and Victoria No. 3 pit sidings to Victoria West Siding is charged at a lump-sum rate of Rs. 13-0-0 per 4-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges.

(vi) Coal in full wagon loads, O. R., L., from Pandra Branch, Khusuri and Badjna Sidings to Behar Firebricks Sidings, Barakar, is charged at a lump-sum rate of † Rs. 10-0-0 per 4-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges, an extra charge of Re. 0-1-6 per ton being levied in addition.

† Since revised to Rs. 12-0-0 *vide* CCM's Minute Sheet No. CR/CR 1226/Pt. 4/BM of 18th February 1937.

* Since cancelled *vide* item 1 under "Coal" of the East Indian Railway Foreign Rate Circular No. 1 of 1938.

*(vii) Coal in full wagon loads, O. R., L., from Nayadih No. 2 Siding to Kustore New Alignment Siding is charged at a lump-sum rate of Rs. 10-0-0 per 4-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges.

*(viii) Slack Coal for Coke making in full wagon loads, O. R., L., from the loading accommodation granted to Messrs. Chotal Lal Patal on Ekra Branch (near Ekra avoiding line) to Gareria No. 1 Siding is charged at a lump-sum rate of Rs. 10-0-0 per 4-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges.

*(ix) Coal for Coke making in full wagon loads, O. R., L., from the undermentioned Colliery sidings to Gareria No. 1 Siding is charged at a lump-sum rate of Rs. 10-0-0 per 4-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges:—

Ekra Khas Nos 1, 2, 3, 4, 5 and 6, Sendra Nos. 1 and 2, Jogta, Mudidih North, Mudidih South and Bansjora stabling siding.

(x) Coal in full wagon loads, O. R., L., from the National Cement Mines and Industries Ltd.'s Khalaria Property Siding at McCluskieganj to their Ray and Dendu Property Siding at Ray is charged at a lump sum rate of † Rs. 10-0-0 per 4-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges.

*(xi) Coal for coke making in full wagon loads, O. R., L., from Kustore New Alignment Siding to Loadna coke siding is charged at a lumpsum rate of Rs. 10-0-0 per 4-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent. of the total freight charges.

• (3) **Rate for Market Coal rejected by the Locomotive Department.**—Market Coal originally booked to the Locomotive Department of the East Indian Railway but rejected on arrival at destination, when re-consigned in full wagon loads, at owner's risk, L., from the Locomotive yard at any station on the East Indian Railway to the public coal loading wharf situated within the station limit of the same station will be charged at the rate of Re. 0-4-6 per ton plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges.

(4) **Rate for overloaded Coal booked from Weigh-Bridge Station to Collieries.**—(i) Overloaded coal unloaded at weigh-bridge stations and re-consigned in full wagon loads from the weigh-bridge station to the collieries from which originally despatched is charged at a lump sum special rate of Rs. 10-0-0 per 4-wheeled wagon, O. R., L., plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges.

The exemption from $12\frac{1}{2}$ per cent surcharge applies to overloaded Coke (and not overloaded Coal) in local booking.

(ii) Overloaded Coal unloaded at weigh-bridge station on the East Indian Railway or the Bengal Nagpur Railway and re-consigned in full wagon loads from the weigh-bridge station to the Colliery Siding on the Bengal Nagpur Railway the or East Indian Railway, as the case may be, from which originally despatched, *via* the Exchange Link, is charged at a lump-sum special rate of Rs. 10-0-0 per 4-wheeled wagon, O. R., L., plus a surcharge of $12\frac{1}{2}$ per cent of the total freight charges which will be divided equally between the East Indian and the Bengal Nagpur Railways.

• (5) **Rate for Coal from one siding to another at Kumardubi.**—Coal in full wagon loads, O. R., L., consigned from one siding to another at Kumardubi will be charged at a lump sum rate of Rs. 10-0-0 per four-wheeled wagon plus a surcharge of $12\frac{1}{2}$ per cent. of the total freight charges. The charge should be recovered by the issue of invoice.

* Since cancelled *vide* item 1 under "Coal" of the East Indian Railway Foreign Rate Circular No. 1 of 1938.

† Since revised to Rs. 12-0-0 *vide* CCM's Minute Sheet No. CR/CR 1226/Pt. 4/BM of 28th February 1938.

General Rules.

(6) Special rates for Coal, Coke and Patent Fuel from Colliery Sidings on the Chandrapura-Barkakana Section to Howrah and Calcutta stations and stations serving mills in the vicinity of Calcutta.—Coal, Coke and Patent Fuel in full wagon loads, O. R., L., between the undermentioned stations will be charged at the following rates, a surcharge of $12\frac{1}{2}$ per cent of the total freight charges being levied in addition (except on soft coke):—

| Stations to | From Chandrapura | From Bermo | From Barkakana |
|-------------------------------------------|---------------------|---------------|-------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Chitpore and <i>via</i> § | 4 9 6 | 4 11 6 | 5 3 6 |
| Ultadanga§ | | | |
| Cossipore Road (E. B.)§ | | | |
| Calcutta (Sealdah)§ | 4 5 0 | 4 7 0 | 4 15 0 |
| Kidderpore Docks§ | | | |
| Howrah§ | | | |
| Via Howrah (for H. A. and H. S. L. Rys.)† | 4 5 0 | 4 7 0 | 4 15 0 |
| Bally* | 4 7 0 | 4 9 0 | 5 1 0 |
| Konnagar* | 4 4 0 | 4 6 0 | 4 14 0 |
| Rishra Siding* | 4 4 0 | 4 6 0 | 4 14 0 |
| Serampore* | 4 4 0 | 4 6 0 | 4 14 0 |
| Bhadreswar Ghat* | 4 2 0 | 4 4 0 | 4 12 0 |
| Angus Engineering Works Siding* | 4 2 0 | 4 4 0 | 4 12 0 |
| Angus Jute Mill Siding* | | | |
| Champdany Jute Mill Siding* | | | |
| Dalhousie Jute Mill Siding* | 4 0 0 | 4 2 0 | 4 10 0 |
| North Brook Jute Mill Siding* | | | |
| Shamnagar North Mill Siding* | | | |
| Victoria Jute Mill Siding* | 4 0 0 | 4 2 0 | 4 10 0 |
| Bansberia Mill Siding* | | | |
| Naihati* | | | |

§ A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-4-6 per ton are included in these rates.

† These rates include the E. I. Ry. forwarding end terminal charge of Re. 0-4-0 per ton only and are exclusive of the transshipment charge.

* A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

(7) Special through rates for Petroleum Coke from Via Tinsukia (for traffic from Digboi) to Raniganj :—

| Article | Station from | Station to | Route | Rate per ton | Proportions per ton |
|----------------------------------------|-----------------------------------------------|-------------|--------------------------------------------------|-----------------|------------------------------------------------|
| | | | | Rs. a. p. | Rs. a. p. |
| Petroleum Coke O. R., W/10 tons, L. | Via Tinsukia (for traffic from Digboi). | Raniganj .. | Via Pan- du, San- tahar and Naihati. | 18 7 10* | { AB .. 7 4 0 EB .. 9 2 5 EI .. 2 1 5 |
| Petroleum Coke in bags, O. R., L. | | | | 23 13 7* | { AB .. 8 10 6 EB .. 12 6 1 EI .. 2 13 0 |
| | | | | | |

* No surcharge or receiving end terminal charge to be levied in addition.

General Rules.

31. (A) Minimum weight for charge and maximum permissible weight of East Indian Railway wagons loaded with coal:—

(i) **Minimum weight for charge.**—In the case of all classes of wagons, save for a few exceptions in types which are gradually becoming obsolete and taken out of use, the minimum weight for charge is as shown below:—

| Descriptions. | Minimum weight for charge. | |
|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | For Steam, Rubble, Slack and Dust Coal. | For Coke. |
| Covered wagons—I. R. C. A. type and heavy tonnage wagons. | 2 tons less than the marked carrying capacity or two tons less than the track capacity of the section over which the wagon is booked, minus the tare of the wagon, whichever weight is lower. | 4 tons less than the marked carrying capacity or 4 tons less than the track capacity of the section over which the wagon is booked, minus the tare of the wagon, whichever weight is lower. |
| Low tonnage wagons .. | 2 tons less than the marked carrying capacity. | 4 tons less than the marked carrying capacity. |
| Open wagons—I. R. C. A. type and heavy tonnage wagons. | 2 tons less than the marked carrying capacity or two tons less than the track capacity of the section over which the wagon is booked, minus the tare of the wagon, whichever weight is lower. | 6 tons less than the marked carrying capacity or 6 tons less than the track capacity of the section over which the wagon is booked, minus the tare of the wagon, whichever weight is lower. |
| Low tonnage wagons .. | 2 tons less than the marked carrying capacity. | 6 tons less than the marked carrying capacity. |

(ii) **Maximum load.**—(a) I. R. C. A. and heavy tonnage wagons, the marked carrying capacity of which allows of a gross load of 30 tons and over, may be loaded one ton over and above the marked carrying capacity over the East Indian Railway provided the track capacity of the sections over which such wagons, when loaded, are run is not exceeded by more than one ton.

N. B.—This Rule also applies over the undermentioned Railways:—

- I. Eastern Bengal Railway.
- II. Great Indian Peninsula Railway.
- III. Bombay Baroda and Central India Railway.
- IV. North Western Railway.
- V. Madras and Southern Mahratta Railway.
- VI. South Indian Railway.
- VII. His Exalted Highness The Nizam's State Railway.*
- VIII. Bengal Nagpur Railway.

* The only wagons of H. E. H. the Nizam's State Railway which can be loaded in excess of their marked carrying capacity are the modern type I. R. C. A. wagons detailed below:—

A I V covered wagons bearing Nos. 2551 to 2770.

R S V type open wagons bearing Nos. 1823 to 1964.

No overloading beyond the marked carrying capacity is allowed in other cases.

(b) In both through and local booking, certain East Indian Railway low tonnage wagons, the marked carrying capacity plus tare of which is less than 30 tons, specified in the table at pages 42 and 43, may be loaded up to one ton or more, as laid down, over the marked carrying capacity, subject to track restrictions,

General Rules.

(B) The carrying capacity of East Indian Railway wagons and the minimum weight for charge:—

- (i) **For Steam, Rubble, Slack and Dust Coal.**—The following is the list of East Indian Railway wagons with their marked carrying capacities. The charge for Steam, Rubble, Slack and Dust Coal loaded in these wagons will be subject to a minimum weight for charge per wagon of at least two tons less than the marked carrying capacity of the wagon used, as illustrated below:—

| Type. | Marked carrying capacity. | Maximum weight which may be loaded in each wagon for Sections where 32 tons gross load is permitted. (3) | Minimum weight for charge per wagon. | |
|----------------------------------------------|---------------------------|-------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|--------------|
| | | | For Sections where 32 tons grossload is permitted. (4) | |
| | | | For Steam, Rubble, Slack and Dust Coal. | For Coke. |
| (1) | (2) | | | |
| I. R. C. A. and heavy Tonnage types*: | Tons. | Tons. | Tons. | Tons. |
| A 1 covered | 22 | 22 | 20 | 16 |
| A 2 „ | 22 | 22 | 20 | 18 |
| C 1 open | 22 | 22 | 20 | 16 |
| C 2 „ | 22 | 22 | 20 | 16 |
| C 4 „ | 22 | 22 | 20 | 16 |
| C covered | 22 | 22 | 20 | 15½ |
| B C 1 bogie | 40 | 40 | 36 | 28 |
| B O bogie (open) | 45 | 45 | 25 | 16½ |
| W H V covered † | 23½ | 23½ | 21½ | 19½ |
| M H V open † | 22½ | 22½ | 20½ | 13½ |
| G V open † | 23½ | 23½ | 21½ | 14 |
| G X covered | 22 | 22 | 20 | 17 |
| H X „ | 22 | 22 | 20 | 18 |
| P X „ | 22 | 22 | 20 | 17 |
| S X „ | 22 | 22 | 20 | 18 |
| Q X open | 22 | 22 | 20 | 16 |
| R X „ | 22 | 22 | 20 | 16 |
| O „ | 22 | 22 | 20 | 15 |
| C M covered | 21 | 21 | 19 | 15½ |

Actual weight and not the minimum, is to be charged when more than the weight shown in column (4) is loaded.

* The maximum weight may be increased by one ton as referred to in clause (ii) (a), paragraph 31 (A) at page 41.

† If any of these wagons are found with a carrying capacity of 22½, 23 or 23½ tons they should be treated as marked with 22 tons. There are some wagons of these types bearing 19 tons carrying capacity which should be loaded in accordance with the carrying capacity marked on them. The maxima and minima weights quoted are approximate and may vary somewhat in individual wagons due to variations in tares and carrying capacities.

N.B.—When these wagons are used to carry coal from the Bengal Nagpur Railway the same minimum weight for charge as shown in column (4) above applies (according to stock used).

General Rules.

| Type. | Marked carrying capacity. | Maximum weight which may be loaded in each wagon for Sections where 32 tons gross load is permitted. | Minimum weight for charge per wagon. | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|--------------|
| | | | For Sections where 32 tons gross load is permitted. (4) | |
| | | | For Steam, Rubble, Slack and Dust Coal. | For Coke. |
| (1) | (2) | (3) | Tons. | Tons |
| | Tons. | Tons. | Tons. | Tons |
| Types which must be loaded up to the carrying capacity marked on them or which may be loaded one ton or more over the marked carrying capacity— | | | | |
| W G V covered .. | 17 | 20 | 15 | 13 |
| W G .. | 19 | 20 | 17 | 14 |
| W V .. | 19 | 20 | 17 | 14 |
| W V .. | 17 | 20 | 15 | 13 |
| W .. | 19 | 20 | 17 | 14 |
| W covered .. | 17 | 20 | 15 | 13 |
| V .. | 17 | 19 | 15 | 13 |
| U .. | 14 | 15 | 12 | 10 |
| T .. | 17 | 19 | 15 | 13 |
| S .. | 14 | 15 | 12 | 10 |
| R .. | (b) 18 | 19 | 16 | 14 |
| N .. open | *18 | 20 | 16 | 12 |
| N E .. | 18 | 19 | 16 | 12 |
| M M V .. | 19 | 20 | 17 | 13 |
| M V (a) .. | §19 | 19 | 17 | 12 |
| M A S (c) .. | 19 | 20 | 17 | 13 |
| M A .. | †17 | 18 | 15 | 11 |
| M .. | §19 | 20 | 17 | 13 |
| L V & L .. | 16 | 17 | 13 | 10 |
| NH, N J & N K .. | 19 | 20 | 17 | 13 |
| H J & K .. | 14 | 15 | 11 | 8 |
| J X .. | 19 | 20 | 16 | 11 |

Actual weight, and not the minimum, is to be charged when more than the weight shewn in column (4) is loaded.

The maxima and minima weights quoted are approximate and may vary somewhat in individual wagons due to variations in tares and carrying capacities.

N. B.—When these wagons are used to carry coal from the Bengal Nagpur Railway the same minimum weight for charge as shown in column (8) above applies (according to stock used).

* Some of these wagons are marked 17 tons but are being corrected to 18 tons which is the correct carrying capacity.

§ Some of these wagons are marked 18 tons but are being corrected to 19 tons which is the correct carrying capacity.

† Some of these wagons are marked 19 tons but they must be treated as though marked 17 tons, i.e., like the remainder.

• (a) M V Type open wagons must not be loaded in excess of the carrying capacity marked on them, viz., 19 tons.

(b) Some of these wagons are marked 14, 16, 17, 19 and 22 tons which should be ignored, the correct carrying capacity being 18 tons.

(c) M A S type open wagons must not be loaded in excess of the carrying capacity marked on them, viz., 19 tons. Some of these wagons are marked 17 tons but are being corrected to 19 tons which is the correct carrying capacity.

General Rules.

- (ii) **For Coke and Charred Coal.**—In the case of Coke and Charred Coal loaded in East Indian Railway wagons the charge will be on actual weight, subject to the minimum shown in columns (5) and (6) of the table given in paragraph 31 (B) (i).

32. The following are the Sections on the East Indian, Eastern Bengal and Bengal Nagpur Railways on which wagons may be loaded to a maximum of 32 tons gross:—

- (i) All sections on the East Indian Railway.
 (ii) Stations on the Eastern Bengal Railway, Naihati to Kidderpore Docks.
 (iii) All sections on the Bengal Nagpur Railway, *via*, Chandrapura, *via* Barkakana, *via* Asansol and *via* Howrah.

According to the location of the point of transhipment of consignments booked to stations on Metre or Narrow Gauge Lines, East Indian Railway wagons should be loaded up to the maximum load of 32 tons or 30 tons gross, as the case may be, irrespective of the carrying capacity of the smaller gauge wagons.

33. Minimum weight for charge of Foreign Railway wagons loaded on the East Indian Railway:—

| Descriptions. | Minimum weight for charge. | |
|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | For Steam, Rubble, Slack and Dust Coal | For Coke. |
| Covered wagons—I. R. C. A. type and heavy tonnage wagons. | 2 tons less than the marked carrying capacity or two tons less than the track capacity of the section over which the wagon is booked, minus the tare of the wagon, whichever weight is lower. | 4 tons less than the marked carrying capacity or 4 tons less than the track capacity of the section over which the wagon is booked, minus the tare of the wagon, whichever weight is lower. |
| Low tonnage wagons .. | 2 tons less than the marked carrying capacity. | 4 tons less than the marked carrying capacity. |
| Open wagons—I. R. C. A. type and heavy tonnage wagons. | 2 tons less than the marked carrying capacity or two tons less than the track capacity of the section over which the wagon is booked, minus the tare of the wagon, whichever weight is lower. | 6 tons less than the marked carrying capacity or 6 tons less than the track capacity of the section over which the wagon is booked, minus the tare of the wagon, whichever weight is lower. |
| Low tonnage wagons .. | 2 tons less than the marked carrying capacity. | 6 tons less than the marked carrying capacity. |

Actual weight will be charged if a wagon is loaded with more than the minimum weight for charge.

“Exceptions”.—

- (i) The minimum weight for charge for Coke loaded in all Railways' A 1 type I. R. C. A. covered wagons, booked over Sections on which a 32 tons gross load is permitted, is 6 tons less than the maximum carrying capacity, (that is, the maximum gross load permissible minus the tare).
- (ii) Great Indian Peninsula Railway I. R. C. A. type and heavy tonnage *covered and open* wagons with a carrying capacity of 30 tons gross load and over, may be loaded one ton over and above the higher or maximum carrying capacity marked on them as notified in clause (ii) (a) paragraph 31(A) at page 41. All other Great Indian Peninsula Railway wagons should be

General Rules.

loaded in the case of covered wagons up to the *higher* carrying capacity marked on them and in the case of *open* wagons which have a coal (or lower) carrying capacity marked on them, up to the *lower* carrying capacity. The minimum weight for charge for coal and coke must be arrived at in the case of all covered wagons including covered wagons of less than 30 tons gross load and all I. R. C. A. type and heavy tonnage open wagons by working on the *maximum* or *higher* marked carrying capacity and in the case of open wagons of less than 30 tons gross load by working on the *lower* marked carrying capacity. Types of Great Indian Peninsula Railway wagons other than those shown at page 679 of this Tariff are unsuitable for loading coal and should not be used. Great Indian Peninsula Railway's C5 open type wagons marked with two carrying capacities, namely 16.15½ tons, when utilised for coal traffic, should be loaded up to the higher marked carrying capacity, *viz.*, 16 tons.

- (iii) (a) Bengal Nagpur Railway J, JC, G and GC type wagons are not suitable for coke loading and should not be used. When Bengal Nagpur Railway J., JW, G and GC type wagons are supplied for loading coal, it should be seen that they are loaded flush with the top of the wagons. The freight charges will be levied on the actual weight irrespective of the marked carrying capacity. The minimum weight for charge for Coal and Coke loaded in Bengal Nagpur Railway KA and KB types of wagons, marked with two carrying capacities should be calculated by deducting 2 tons for Coal and 6 tons for Coke from the lower marked carrying capacity.

(b) The minimum weight for charge on Steam, Rubble, Slack and Dust Coal when loaded in Bengal Nagpur Railway open wagons of KC, KD, KE, KF, KG, KL and ST types and covered wagons of AA, CA and D types which have two carrying capacities marked on them is two tons less than the higher marked carrying capacity, subject to track restriction, or two tons less than the track capacity of the section over which wagons of any of these types are booked, minus tare, whichever weight is lower.

The minimum weight for charge on Coke loaded in these types of wagons (except AA, CA and D types) is 8 tons less than the higher carrying capacity marked on them or 8 tons less than the gross load of 32 tons minus tare of the wagon, whichever weight is lower.

The minimum weight for charge for Coke loaded in CA type covered wagons is 15 tons, i. e., 8 tons less than the marked carrying capacity.

The minimum weight for charge on Coke loaded in AA type covered wagons is 6 tons less than the higher marked carrying capacity or 6 tons less than the gross load of 32 tons minus tare of the wagon, whichever weight is lower.

The minimum weight for charge on Coke loaded in old D (since re-marked C) type covered wagons is 15 tons.

- (iv) The minimum weight for charge of Madras and Southern Mahratta Railway wagons of "S" type bearing numbers 6057 to 6106 is 11 tons. The minimum weight for charge for Coke loaded in M & S. M. Railway's B type covered wagons will be 6 tons less than the maximum gross load permissible less the tare of the wagon when booked over 32 tons section. The minimum weight for charge for Coke loaded in M. & S. M. Railway 'QQ' type covered wagons is 6 tons less than the marked carrying capa-

General Rules.

city when booked over section on which 32 tons gross load is permitted. The minimum weight for charge for Coke loaded in M. & S. M. Railway's R type covered wagons is 15 tons 15 cwt. The minimum weight for charge for Coal and Coke in M. & S. M. Railway's O type open wagons (23 tons) are 20 tons 10 cwt. and 13 tons 10 cwt. respectively.

- (v) The minima weights for charge for Coal and Coke loaded in Bombay, Baroda and Central India Railway's "K" type wagons are 19 tons and 15 tons respectively. Bombay, Baroda and Central India Railway wagons of A, B, C, D, Z, and V types are unsuitable for Coal and Coke loading and should not be used.

The minimum weight for charge for Coke loaded in B. B. & C. I. Railway's "H" type 23 tons open wagons is 14 tons.

- (vi) The coal carrying capacity of H. E. H. the Nizam's State Railway "A" and "AV" type wagons have been fixed at $18\frac{1}{2}$ tons although the marked carrying capacity is 24 tons and above. The minimum weight for charge for these wagons will, therefore, be based on $18\frac{1}{2}$ tons. The minima weights for charge for Coal and Coke when loaded in the H. E. H. the Nizam's State Railway "X" and "XV" types of wagons are $13\frac{1}{2}$ tons and $9\frac{1}{2}$ tons respectively and when loaded in "W", "WV" and "WDV" types of wagons, $14\frac{1}{2}$ tons and $10\frac{1}{2}$ tons respectively. The following are the Coal carrying capacity and the minima weights for charge for Coal and Coke loaded in H. E. H. the Nizam's State Railway "Z" "ZV," "U" and "OV" type wagons:—

| | | | Coal carrying capacity. | Minimum weight for charge. | |
|----------|----|---|-------------------------|----------------------------|-------|
| | | | | Coal. | Coke. |
| | | | Tons. | Tons. | Tons. |
| Z and ZV | .. | . | 18 | 16 | 12 |
| U | .. | . | 16 | 14 | 10 |
| OV | .. | . | 19 | 17 | 13 |

The minimum weight for charge for Coal and Coke loaded in H. E. H. the Nizam's State Railway "C" type covered and "O" type open wagons have been revised to 15 tons 10 cwt. and 15 tons respectively, i.e., $6\frac{1}{2}$ tons (in case of "C" type) and 7 tons (in case of "O" type) less than the marked carrying capacity.

Coke loaded in H. E. H. the Nizam's State Railway wagons, on which the Coke carrying capacity is not marked are charged on a minimum of 4 tons less than the Coal carrying capacity or on actual weight whichever is greater.

- (vii) The minimum weight for charge for Coal and Coke loaded in certain types of open trucks of the Eastern Bengal Railway will be found on page 364 of this Tariff.

- (viii) The minimum weight for charge for Coke loaded in certain types of North Western Railway wagons and the types of wagons belonging to that Railway declared unsuitable for coal loading have been shewn on pages, 584 to 587 of this Tariff.

The minimum weight for charge for Coke loaded in North Western Railway Round End Type 20 tons covered wagons is $14\frac{1}{2}$ tons.

34. Maximum load of Foreign Railway wagons loaded on the East Indian Railway:—

- (i) The gross load of a four-wheeled wagon must not exceed the track restriction in force on the Sections over which the wagon will pass except in the cases referred to in clause (ii) (a) below.
- (ii) In through booking (except over the Railways, mentioned in clause (a) below) all Foreign Railways I. R. C. A. type and heavy tonnage wagons, the marked carrying capacity of which allows of a gross load of 30 tons and over, may be loaded up to the maximum marked carrying capacity on the wagon, subject to the track restrictions, up to a gross load of 32 tons. No overloading beyond the maximum marked carrying capacity is allowed.

(a) I. R. C. A. and heavy tonnage wagons over the East Indian and the under-mentioned Railways may be loaded one ton over and above the marked carrying capacity provided the track capacity of the sections over which such wagons, when loaded, are run is not exceeded by more than one ton:—

- (a) Eastern Bengal Railway.
- (b) Great Indian Peninsula Railway.
- (c) Bombay, Baroda and Central India Railway.
- (d) North Western Railway.
- (e) Madras and Southern Mahratta Railway.
- (f) South Indian Railway.
- (g) H. E. H. the Nizam's State Railway.*
- (h) Bengal Nagpur Railway.

* See note in clause (ii), paragraph 31 (A) at page 41.

- (iii) All Railways wagons marked A 1, A 2, C 1, C 2, C 3 and C 4 are I. R. C. A. type wagons, the lower marking of which should be ignored. (C 3 is unsuitable for coal loading).
- (iv) If Coal loaded in covered and open wagons of the Great Indian Peninsula Railway, other than the I. R. C. A. type and heavy tonnage wagons, is found to weigh more than the carrying capacity which is permitted, in order to save adjustment the weight may be passed, provided it does not exceed the permitted carrying capacity by more than one ton.
- (v) Wagons other than the I. R. C. A. type and heavy tonnage wagons belonging to the following Railways may be loaded one ton over the marked carrying capacity, subject to track restrictions:—
 - Bombay, Baroda and Central India Railway.
 - Bengal Nagpur Railway.
 - Eastern Bengal Railway.
 - Great Indian Peninsula Railway.
 - North Western Railway.
 - Madras and Southern Mahratta Railway.
 - H. E. H. the Nizam's State Railway.
 - South Indian Railway.

General Rules.

35. The carrying capacity of certain Foreign Railway wagons and the minimum weight for charge of these wagons over the East Indian Railway.—

A. The following table shows the maximum weight permissible and the minimum weight chargeable in the case of Coal and Coke loaded in Great Indian Peninsula Railway C M type (covered) and Eastern Bengal Railway B C I type (bogie) wagons:—

| Type. | Marked carrying capacity. | Maximum weight which may be loaded in each wagon. | | Minimum weight for charge per wagon. | | | |
|--------------------------------|---------------------------|---------------------------------------------------|----------------------|--------------------------------------|------------|----------------------|------------|
| | | | | For 32 tons section. | | For 30 tons section. | |
| | | For 32 tons section. | For 30 tons section. | For Coal. | For Coke. | For Coal. | For Coke. |
| | Tons. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. | Tons. Cwt. |
| G. I. P Railway C M (covered). | 21½ | 21 10 | 19 10 | 19 10 | 17 10 | 17 10 | 15 10 |
| E. B. Railway B C I (bogie). | 41½ | 41 5 | 37 7 | 37 5 | 29 5 | 33 7 | 25 7 |

N.B.—The maxima and minima weights quoted are approximate and may vary somewhat in individual wagons due to variations in tares and carrying capacities.

B. The following table shows the minimum weight for charge for Coal and Coke loaded in certain Great Indian Peninsula Railway wagons:—

| Type. | | | Marked carrying capacity. | Minimum chargeable weight for Coal. | Minimum chargeable weight for Coke. |
|-----------------|----|----|---------------------------|-------------------------------------|-------------------------------------|
| | | | Tons. | Tons. | Tons. |
| C (open) | .. | .. | 20 | 14 | 10½ |
| X C 2 | .. | .. | 16 | 9½ | 7½ |
| X C 3 | .. | .. | 16 | 9½ | 7½ |
| X C 4 | .. | .. | 16 | 10½ | 8 |
| X C 5 | .. | .. | 20 | 13½ | 13½ |
| C 6 | .. | .. | 16 | 9 | 7 |
| C 7 | .. | .. | 20 | 13½ | 10 |
| X A 2 (covered) | .. | .. | 20 | 17 | 12½ |
| X A 3 | .. | .. | 20 | 17 | 13 |
| A 4 | .. | .. | 20 | 17 | 12½ |
| A 5 | .. | .. | 20 | 17 | 12 |
| A 6 | .. | .. | 20 | 17 | 13½ |

General Rules.

C. The following table shows the minimum weight chargeable in the case of Coal and Coke loaded in Great Indian Peninsula Railway I. R. C. A. B/I type covered wagons:—

| Type. | Marked carrying capacity. | Minimum chargeable weight per wagon. | | | |
|-------------------------------------------------------------|---------------------------|--------------------------------------|-------------|----------------------|-------------|
| | | For 32 tons section. | | For 30 tons section. | |
| | | For Coal. | For Coke. | For Coal. | For Coke. |
| Great Indian Peninsula Railway (I. R. C. A.) B/I (covered). | Tons. 22 | Tons. 20 | Tons. 16 | Tons. 18 | Tons. 16 |

36. Restrictions on the Maximum gross load of wagons.—Four-wheeled wagons booked with coal and coke from East Indian Railway Colliery stations to or *via* stations on the broad-gauge sections of Railways enumerated below, or to stations beyond passing over these sections, must not be loaded in excess of the maximum gross load permissible as shown against each section. In the case of bookings to stations on metre or narrow gauge lines routed *via* stations on these sections, four-wheeled wagons may be loaded up to the maximum gross load permissible for traffic booked to the point of transshipment on the broad-gauge section, irrespective of the carrying capacity of wagons of the smaller gauge Railways:—

| Railways. | Sections. | Maximum gross load of wagons permissible.* |
|-----------------------------------------------------------|-----------------------------------------------------------------|--------------------------------------------|
| | | Tons. |
| East Indian | All Sections:— | 32 |
| Eastern Bengal .. | (1) Poradah-Faridpur .. | 28 |
| | (2) Pachooria-Goalundo Ghat .. | 28 |
| | (3) All other Sections (including Naihati to Kidderpore Docks). | 32 |
| Bombay Port Trust Railway | All stations | 32 |
| Bengal Nagpur | All Sections | 32 |
| Bombay, Baroda and Central India. | (1) Anand-Cambay Bander .. | 28 |
| | (2) All other Sections .. | 32 |
| Calcutta Port Commissioners' Railway, <i>via</i> Chitpur. | | 32 |
| Great Indian Peninsula .. | All Sections | 32 |
| Madras and Southern Maharashtra. | All Sections | 32 |
| Nizam's State | (1) Vikharabad-Bidar Purli-Vajinath .. | 28 |
| | (2) All other Sections .. | 32 |
| North Western | All Sections | 32 |
| South Indian | All Sections | 32 |

Note.—In all cases, the maximum gross load of four-wheeled wagons must be the higher load permissible over the Sections forming the route from the despatching station to destination.

* The gross loads shown under this column may be exceeded by one ton in the case of I. R. C. A. type and heavy tonnage wagons as notified in clause (ii) (a), para. 31 (A) page 41.

General Rules.

37. Charge on consignments of more than one wagon.—In cases where consignments consist of more than one wagon, charge is made on actual weight, subject to the aggregate minimum charge laid down for the class of wagons supplied. This applies to Foreign Railway wagons also. This applies over both the East Indian and the Oudh and Rohilkhand Sections.

Exception.—All consignments of *public* Coal, Coke and Patent Fuel intended to be booked from collieries served by the East Indian Railway to stations on the Bengal and North Western Railway and *via*, *via* Mokameh Ghat, must be tendered for despatch singly, *i.e.*, a separate Declaration Note must be issued for each individual wagon irrespective of whether one or more wagons are tendered for the same consignee or not. Similarly, colliery stations in such cases must issue a separate Invoice and Railway Receipt for each individual wagon so tendered for despatch.

Freight charges will ordinarily be levied on actual weight subject to the minimum weight for charge of the individual wagon used, except when more than one wagon has been booked on the same day, for the same consignee, to the same destination, in which case if the total weight of the coal booked in such wagons be less than the aggregate minimum laid down for the types of wagons used, charges will be recovered on the aggregate minimum weight, the freight due on the weight underloaded being entered in the Invoice issued in connection with one of the wagons underloaded.

This rule also applies in the case of despatches from collieries served by the Bengal Nagpur Railway to stations on the Bengal and North Western Railway and *via*, *via* Asansol or Gomoh and Mokameh Ghat.

38. Mixed consignments of Coal and Coke loaded in one wagon.—Mixed consignments of Coal and Coke may be loaded in one wagon, charge being made on the higher minimum weight as for Coal.

39. Charges on mixed consignments of Soft Coke and Hard Coke or of Soft Coke and Coal.—See para. 11, page 30 of this Tariff.

40. Wagons not to be loaded in excess of maximum weight prescribed.—Consignees in loading are required not to exceed the maximum weight prescribed for a wagon. Should over weight be ascertained on weighment, the load will be reduced. In the case of consignments weighed *en route*, any overloading detected will be reduced. Any overloading, however, detected at destination is liable to be charged at the same rate as the remainder of the consignment.

41. Supply of wagons of any particular type.—Hopper wagons (except "C" type) must on no account be loaded to Kidderpore Docks and will not be supplied to collieries for such traffic. With this exception, the East Indian Railway does not undertake to supply wagons of any particular type or capacity but every endeavour will be made to supply covered wagons for upwards coal. Collieries are particularly requested to load all East Indian Railway covered wagons supplied to them "Upwards."

42. Right of the Railway Administration to correct charges on Receipt Notes.—It must be distinctly understood that the Railway Administration claims the right to correct any charges made on consignments that may be undercharged in the Railway Receipt.

43. Notice of arrival of goods.—The Railway Administration do not undertake to send notice of arrival of goods to consignees and the absence of such notice will not entitle consignees to claim exemption from wharfage or demurrage or storage charges if goods are not removed within the free time allowed. Endeavours will, however, be made at receiving stations to advise consignees, when practicable, of the arrival of their goods.

General Rules.

44. Despatch of coal by first train not guaranteed.—The East Indian Railway do not guarantee the despatch of Coal, Coke and Patent Fuel by the train succeeding receipt, nor will they be responsible for the arrival of the same at any station within any definite time.

45. Right of the Railway to detain and sell consignments in payment of freight.—If any person fails to pay on demand made by an authorized person, any rate, terminal, or other charge due from him in respect of any consignment, the Railway Administration may detain the whole or any part of the consignments, or if they have been removed from the Railway, any other consignments of such person, and may sell them by auction in liquidation of charges due, and may further recover any balance by suit.

46. Responsibility of the Railway.—The Railway Administration is not liable for coal not removed from the Railway premises at station of destination within the time allowed free of demurrage, for any loss, destruction or deterioration of, or damage to, such goods or any of them from whatever cause arising after the lapse of such free time, notwithstanding that the Railway shall be entitled to be paid the authorized charges for goods so left on their premises.

47. Labelling of wagons.—The labelling of wagons containing Coal and Coke is performed by the Colliery at the siding where wagons are loaded, and the Railway Administration undertakes no responsibility in the event of misdespatch of wagons resulting from incorrect labelling.

48. Labelling of Coal in Bags.—In the case of Coal, Coke and Patent fuel tendered in bags for despatch a remark to the effect that the wagon or wagons contain a consignment of bagged Coal, Coke and Patent Fuel will be entered both in the Railway Receipt and the Invoice, the Railway Administration being in no way responsible for the number of the bags. Consignors of coal in bags are required to attach to each bag a wooden or tin label, bearing distinct address or marks to prevent the consignments getting mixed.

49. Diversion of Coal wagons.—A coal wagon cannot be diverted once it has left the Coal Invoicing station concerned.

Exception.—Where, however, a coal wagon is incorrectly labelled and invoiced to a station *short* of the correct destination, the East Indian Railway, on an application from and at the cost of the sender, will, provided the consignee remains the same, telegraph to the incorrect destination to send the wagon on to the correct destination. In cases where the freight has been prepaid at the sending station, the sender must pay the difference in freight, wherever due, before the diversion is actually arranged.

The Railway Receipt is to be produced before any action can be taken.

The East Indian Railway will, however, accept no responsibility for a telegram so sent not being received, not being acted upon, or being acted upon incorrectly.

50. Rebooking of Coal consignments.—At the request of the sender or the consignee, consignments of Coal, Coke and Patent fuel originally booked under "Paid" or "Weight only" invoices on arrival at destination may be rebooked under either "Paid" or "To pay" invoices. Consignments originally booked under "To Pay" invoices must under no circumstances be re-booked without the approval of the Chief Operating Superintendent (Coal), Calcutta.

51. Coal wagons—Reweighment of.—The East Indian Railway is prepared, when requested by consignees, to reweigh wagons of Coal and Coke booked at Railway Risk rates, at any destination station on its system, at which there is a Weigh-bridge, and also wagons of Coal and Coke booked at Owner's Risk rates at Howrah and

General Rules.

Cawnpore Central Goods Shed stations only, provided there has been no break of gauge *en route*. The charge for reweighment, which will be one Rupee per wagon, must be paid before reweighments are carried out, and no portion of this charge will be refunded. The East Indian Railway will not recognise any claim for the value of Coal short received when booked at Owner's Risk.

(1) Requests for re-weighment of Coal wagons must be made before the expiry of the free time allowed for unloading, failing which demurrage will be charged until the wagons are released.

(2) In cases where the actual load at the despatching station is less than the minimum weight for charge for the particular type of wagon in which the Coal or Coke is loaded, the difference in freight between the actual weight found at the despatching station and that found on re-weighment at destination should be refunded.

(3) Similarly, if the weight found at destination is in excess of the weight charged for, *i.e.*, the minimum weight for charge, freight should be levied on the weight found at destination.

(4) *For example.*—An “M” type wagon is loaded with 16 tons of coal, but as the minimum weight for charge for this type of wagons is fixed at 17 tons, freight is levied on 17 tons. If, on re-weighment at destination, the wagon is found to contain 15 tons, freight on 1 ton is refundable, or in other words, freight is leviable on 16 tons. If, however, on re-weighment at destination the weight is found to be 18 tons, freight should be levied on 18 tons, fractions of a ton being dealt with as follows:—

| Below 2 cwt. | No difference in charge. |
|-------------------------|-------------------------------------|
| 2 cwt. and below 8 cwt. | To be charged as $\frac{1}{4}$ ton. |
| 8 „ „ „ 12 „ | Ditto $\frac{1}{2}$ „ |
| 12 „ „ „ 18 „ | Ditto $\frac{3}{4}$ „ |
| 18 „ „ „ above. | Ditto 1 „ |

Note.—The above also applies over the Bengal Nagpur, Madras and Southern Mahratta, Eastern Bengal, North Western (including Kalka Simla), Bombay, Baroda and Central India and Great Indian Peninsula Railways.—Subject to the exceptions given below:—

(i) **Bengal Nagpur, Madras and Southern Mahratta, Bombay, Baroda, and Central India and Great Indian Peninsula Railways.**—Coal wagons booked at Owner's Risk rates will not be reweighed at any destination.

(ii) **Eastern Bengal Railway.**—Coal wagons booked either at Railway Risk or at Owner's Risk rates will be reweighed at any destination station on the Eastern Bengal Railway at which there is a weighbridge, provided there has been no break of gauge *en route* and that Coal arrives at destination in the wagons in which originally loaded. The charges for reweighment are Re. 1-0-0 per 4 wheeled or 6 wheeled vehicle and Rs. 2-0-0 per bogie vehicle. The Eastern Bengal Railway will not recognise any claims for the value of coal short received when the coal has been booked at Owner's Risk.

(iii) **North Western Railway.**—Coal wagons booked at Railway Risk rates only will be reweighed at any destination station (except Karachi City and Kiamari) at which there is a weighbridge. The charges for reweighment are Rs. 3-0-0 per 4 wheeled and Rs. 6-0-0 per bogie wagon, wagons containing Coal, Coke and Patent Fuel booked at Owner's Risk rate will not be reweighed over the North Western Railway.

52. Rebate on Export Coal and Coke.—(i) A rebate at the following percentage rate of the freight originally charged will be allowed at the end of each month on Coal and Coke, except Bunker Coal and Coke, booked from East Indian Railway Colliery stations to Kidderpore Docks or Messrs. Mackinnon Mackenzie & Co.'s Coal Depot at Garden Reach and Shalimar Coal Yard (C. P. C.) and exported from there by one consignee by Sea in Ocean-going vessels to any Port in or outside India, as shown by the Bills of Lading :—

| | |
|---------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| On Graded Coal shipped as cargo under certificates from the Coal Grading Board to any Port outside India and Burma. | 37½ per cent of the actual freight rate, excluding all terminals and extra charges, plus an additional rebate of Re. 0-8-0 per ton. |
| On Graded Coal shipped as cargo under certificates from the Coal Grading Board to Ports in India and Burma. | 37½ per cent of the actual freight rate, excluding all terminals and extra charges. |
| On Non-graded Coal not covered by any certificate from the Coal Grading Board and on Coke. | 25 per cent of the actual freight rate, excluding all terminals and extra charges. |

(ii) The additional rebate of Re. 0-8-0 per ton will be shared between the East Indian and Port Commissioners as under.—(1) East Indian Railway Re. 0-6-0 per ton, (2) Calcutta Port Commissioners Re. 0-2-0 per ton.

The entire rebate will be refunded by the East Indian Railway and the adjustment of the amount refunded in the proportions referred to will be made by the Chief Accounts Officer, East Indian Railway.

(iii) Any rebate not claimed within two months of the expiry of the month in which it accrued, will be subject to a discount in accordance with the following scale :—

| | | |
|---------------------------------------------------------|-------|---------------------|
| If claimed after two months, but within three months .. | | 5 per cent. |
| Ditto | ditto | four months .. 10 " |
| Ditto | ditto | five months .. 15 " |
| Ditto | ditto | six months .. 20 " |

(iv) No rebate will be paid unless claimed within six months after the expiry of the month in which it accrued.

(v) This rebate is liable to cancellation at not less than three months' notice.

(vi) For the purpose of the above rebate, the month in which the rebate accrues shall be held to be the month in which the Coal is actually shipped.

53. Rebate on Persian traffic.—No rebate is allowed on Coal and Coke despatched to Persia and Afghanistan by rail-route *via* Nushki, etc.

54. Unclaimed consignments.—Booked consignments are kept on hand, at the station to which invoiced, for one month, within which time, if application is not made for delivery, the notice prescribed in section 56, sub-section (1) of the Indian Railways Act IX of 1890, will, if possible, be served upon the person appearing entitled thereto.

Demurrage is chargeable on unclaimed consignments in accordance with ordinary Tariff Rules.

Public sales by auction are held from time to time of all unclaimed consignments which have remained on hand for over one month, of which due notice is given beforehand by advertisement in the newspapers.

55. Rates from Station to Station.—Rates not given in this Tariff may be ascertained from the Chief Commercial Manager, Calcutta, from all Station Masters and the Coal Area Superintendent, Dhanbad.

General Rules.

56. Claims for Refunds and Compensation.—These claims should be made at the earliest possible date in order that their enquiry and disposal may be facilitated. Claims cannot be considered, and will in all cases be declined, when not preferred in writing within six months from the date of booking of the consignment.

Claims may be addressed to the Chief Operating Superintendent (Coal), Calcutta, but in order to enable them to be disposed of with the least possible delay, it is suggested that they be addressed to the Coal Area Superintendent, Dhanbad.

57. (a) Cinders and Ashes.—(i) Cinders and Ashes are charged over the East Indian Railway System at the same rates as for Soft Coke.

(ii) Ashes in wagon loads at O. R., W/R, L, from Tundla to Cawnpore Central Goods Shed are charged over this Railway at a special rate of Rs. 50-0-0 per four-wheeled wagon.

(iii) *Special rate for Ashes from Sijua-Jherriah Electric Supply Co.'s siding at Layabad to Layabad No. 1 siding, Bansjora*—Ashes in wagon loads, O. R., L, booked from Sijua-Jherriah Electric Supply Co.'s (Bird & Co.) siding at Layabad station (Bengal Nagpur Railway) to Layabad No. 1 siding taking off at Bansjora station via the Malkera-Katrasgarh Link, are charged at an all-round rate of Rs. 10-0-0 per four-wheeled wagon to be divided equally between the East Indian and the Bengal Nagpur Railways.

(iv) *Special rate for Ashes from Tundla to Cawnpore Central Goods Shed and Juhi*—Ashes O. R., W/R L., from Tundla to Cawnpore Central Goods Shed and Juhi are charged over this Railway at a special rate of Rs. 50 per four-wheeled wagon.

(v) *Special rate for Ashes from Running Shed Foreman Siding, Lucknow, to Cawnpore Central Goods Shed*—Ashes at O. R., W/R, L., from Running Shed Foreman Siding, Lucknow, to Cawnpore Goods Shed are charged at Rs. 20-0-0 per four-wheeled wagon.

(b) Charcoal.—Charcoal is charged over the East Indian Railway System at the same rates as for Hard Coke. A surcharge of $12\frac{1}{2}$ per cent of the total freight charges at the existing rates (including terminals, transshipment, ferry, siding, out-agency and other extra charges due) subject to a maximum rate on account of surcharge of Re. 1-0-0 per ton calculated on the weight for charge of the consignment, is levied in addition.

(i) **Special rate for Charcoal.**—The special rate for Charcoal, O. R., W/R 300, L., from via Naini to Howrah, Calcutta (Sealdah), Ultadanga, Chitpur and via and Cossipore Road (Eastern Bengal Railway) is Rs. 86-0-0 per four-wheeled wagon. The $12\frac{1}{2}$ per cent. surcharge is not leviable in addition.

(c) Coke Breeze.—Coke Breeze is charged over the East Indian Railway System at the same rates as for Hard Coke. A surcharge of $12\frac{1}{2}$ per cent of the total freight charges at the existing rates (including terminals, transshipment, ferry, siding, out-agency and other extra charges due) subject to a maximum rate on account of surcharge of Re. 1 per ton calculated on the weight for charge of the consignment, is levied in addition.

(d) Nut Coke.—“Nut Coke” is charged over the East Indian Railway System at the same rate as for “Hard Coke.” A surcharge of $12\frac{1}{2}$ per cent. subject to a maximum of Re. 1-0-0 per ton on the weight for charge of the consignment should be levied in addition.

58. Pre-payment of freight on Cinders and Ashes.—Pre-payment of freight on Cinders and Ashes is compulsory.

59. Out-Agencies:—

| Name of the Out-Agency. | Station served by | Out-Agency charge leviable in addition to rate up to the station serving the Out-Agency. |
|-----------------------------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| On the East Indian Section:— | | |
| Khagaria | Monghyr .. | } Coal in bulk cannot be booked to these Out-Agencies. |
| Gogri | Sultangunge .. | |
| Bishoni Ghat .. | Sultangunge .. | Re. 0-13-7 per ton. |
| Hazaribagh Town .. | Hazaribagh Road | Coal in bulk cannot be booked to the Out-Agency. |
| On the Oudh and Rohilkhand Section:— | | |
| Bijnor | Nagina .. | Re. 0-8-0 per maund. |
| On the Hardwar-Dehra Railway Section:— | | |
| Mussoorie .. | Dehra Dun | For Coal in bags—Re. 1-0-0 per maund or Rs. 27-4-0 per ton. |
| Rajpur .. | Do. | For Coal in bags—Re. 0-4-0 per maund or Rs. 6-13-0 per ton. For Soft Coke (in bags) for direct delivery at the merchants' premises as well as to the out-agency Re. 0-2-0 per maund or part of a maund. |

60. Coal for Shalimar Coal Yard (Calcutta Port Commissioners' Railway).

—(a) Shalimar Coal yard (C. P. C. Ry.) is open for Coal, Coke and Patent Fuel consigned to or by the Coal Depot-holders only.

Under no circumstances must consignments of Coal, Coke and Patent Fuel for consignees other than the Coal Depot-holder at Shalimar Coal Yard (Calcutta Port Commissioners' Railway) be accepted for despatch to Shalimar Coal Yard (Calcutta Port Commissioners' Railway).

* On Coal, Coke and Patent Fuel booked to Shalimar Coal Yard (Calcutta Port Commissioners' Railway) rates to Howrah will apply.

Coal, Coke and Patent Fuel between East Indian Railway stations and *via* and Shalimar Coal Yard (Calcutta Port Commissioners' Railway) must be booked by the direct East Indian Railway route. In no circumstances such traffic should be booked by way of the Bengal Nagpur Railway route, *viz.*, *via* Chandrapura, *via* Barkakana, *via* Gomoh, *via* Asansol or *via* Howrah.

(b) For rules regarding booking of other Goods traffic to and from Shalimar Coal Yard (Calcutta Port Commissioners' Railway) see Goods Pamphlet, Part I.

General Rules.

(c) List of Coal Depot-holders at Shalimar Coal Yard, Calcutta Port Commissioners' Railway.—The following is a list of Coal Depot holders at Shalimar Coal Yard, Calcutta Port Commissioners' Railway:—

| Names of Depot-holders | Siding Nos. | Remarks |
|---------------------------------------------------------------------------------|------------------------------------------------|-----------------------------------------|
| The Agent, B. N. Ry. .. | East of Foreshore Road, Sidings Nos. 24 to 29. | |
| Messrs. Karam Chand Thapar & Bros., Ltd. | East of Foreshore Road, Siding No. 23 loop. | |
| Messrs. Chandanmull Indrakumar | 23 Loop. | |
| Messrs. Mackinnon Mackenzie & Co. | 20 to 23. | |
| The Rivers Steam Navigation Co., Ltd. | 19. | |
| Messrs. D. N. Chatterjee & Co .. | 19. | |
| Babu Nibaran Chandra Guha .. | 18. | |
| Mr. Nishi Kanto Chakravarti .. | 17. | |
| The Lodna Colliery Ltd., Managing Agents, Messrs. Turner Morrison & Co., Ltd. | 16. | |
| Messrs. Turner Morrison & Co. Ltd. | 16. | |
| Calcutta Port Commissioners .. | 13, 13 Loop and 14. | |
| The I. G. N. & Ry. Co., Ltd. .. | 12. | |
| Messrs. Jardine Skinner & Co., Managing Agents, The East Indian Coal, Co., Ltd. | 9 and 10. | |
| Mr. Subhkaran Jalan .. | 9. | |
| Babu Meghraj Sekhasaria .. | 9. | |
| Messrs. Amrit Lal Ojha & Co., Ltd. | 6 and 7. | |
| Messrs. Sikri Bros., Proprietor, Mr. Gopal Ch. Kumar. | 7 and 9. .. | Occupies two plots beside Siding No: 7. |
| Messrs. Bhagat Ram Sri Ram, Ltd. | 7. | |
| Mr. Dil Mohamed Khan .. | 7. | |

| Names of Depot-holders. | Siding Nos. | Remarks |
|-------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------------------------|
| Babu Sitaram Dubey .. | 6. | .. { Coal may also be booked in the name of Mr. Raghunandan Tewary. |
| Messrs. R. N. Tewary & Bros, } Proprietor Raghunandan } Tewary. } | 18. | |
| Mr. Subodh Ch. Choudhury .. | 4. | |
| Mr. Provat Kumar Sen .. | 4. | |
| Mr. Madan Mohan Nagrath, } Proprietor Sova Ram & Sons. } | 4. | .. Booking is allowed in both the names. |
| Messrs. Jatta Shankar Hari Shankar. | East of Foreshore Rd., Siding No. 3. | |
| Messrs. Kristo Chandra Sarkar & Co. | 3. | |
| Messrs. S. D. Mehta & Co., Ltd. | 3. | |
| Mr. Kali Pada Dass .. | West of Foreshore Rd., Transfer Siding No. 1. | |
| Mr. Baij Nath Choubay .. | Ditto .. | |
| The Tar Products Distributing Co. of India, Ltd. | 18. | — |
| Messrs. Moolchand Surajmull .. | 15, 16 and 18. | .. |
| The Tar Producers Association .. | | |
| Messrs. Foundry & Railway Equipment Co. | 15, 16 and 18 | Sub-tenants of Messrs. Moolchand Surajmull. |
| The Indian Mercantile Co. .. | | |
| Messrs. A. C. Ghose & Co. .. | 6 and 7. | |
| Mr. Shambu Nath Sen-Gupta .. | 17. | |
| The Indian Tube Co., Ltd. .. | 1. | |

Coal traffic intended for these Depot-holders is invoiced to Shalimar Coal Yard, Calcutta Port Commissioners' Railway, direct.

The number of the siding concerned should be entered in D/note, Invoices and Railway receipts.

(d) **Coal from one Depot to another at Shalimar Coal Yard (Calcutta Port Commissioners' Railway).**—Coal, Coke and Patent Fuel despatched from one Depot to another at Shalimar Coal Yard (Calcutta Port Commissioners' Railway) is charged at a lump sum rate of Rs. 10 per four-wheeled wagon, O. R., L., a surcharge of 12½ per cent of the total freight charges being levied in addition (except on Soft Coke).

61. **Coal from Howrah to Private Sidings on Shalimar Branch and vice versa—charge for booking.**—In the case of booking coal from Howrah to any of the Private Sidings on the Shalimar Branch and *vice versa*, the total rate for Railway freight and siding charge will be Re. 0-13-6 per ton. A surcharge of 12½ per cent of total freight charges is leviable in addition (except on Soft Coke).

General Rules.

62. Coal traffic to and from Ramkistopore (Shalimar Branch).—(i) Coal in full wagon loads may be booked to and from the following sidings and private wharves on the Shalimar Branch:—

- | | |
|----------------------------------------|-----------------------------------------|
| 1. Albion Shell Factory Siding. § | 9. Howrah Mills Siding.* |
| 2. Bengal Flour Mills Siding.* | 10. Parry & Co.'s Siding.* |
| 3. Burn & Company's.* | 11. Ramkistopore |
| (a) South Siding. | (a) Goods Shed Siding. |
| (b) Girder Shop Siding. | (b) Rice Gola Siding. ‡ |
| (c) Wagon Shop Siding. | |
| (d) Court Siding. | |
| 4. Cowies Ghat Siding. §§ | 12. Reform Flour Mill Siding.* † |
| 5. Empire Flour Mill Siding.* | 13. Silvertown Lubricant's Siding.* |
| 6. Fort William Jute Mill Siding.* | 14. Burmah Shell Siding.* † † |
| 7. Ganges Manufacturing Co.'s Siding.* | 15. Howrah Flour and Oil Mills Siding.* |
| 8. Ganges Rope Works Siding.* | 16. Ganges Jute Mills. |
| | 17. Hooghly Flour Mills. |

§ This Siding is also used by Bisra Stone Lime, Co., Managing Agents, Messrs. Bird & Co (for Lime only).

† This Siding is also used by Howrah Oil Mills Company Limited No. 2.

‡ Coal, Coke and Patent Fuel are not booked to this Siding.

* These Sidings are private property and goods can only be consigned to or from the Firms named.

†† This siding is also used by the Burmah Oil Company.

§§ For list of Coal Depot Holders at Cowies Ghat Siding see paragraph 63, page 59 of this Tariff.

(ii) The charges to these sidings are the Howrah rates with an additional charge of Re. 0-4-6 pies per ton, except in the case of consignments from collieries in the Jherriah Field to Ramkistopore Goods Shed Sidings and Cowies Ghat Siding, in which cases no additional charge is leviable over and above the Howrah rates. In the case of consignments from Collieries in the Raniganj and other Fields to Ramkistopore Goods Shed Sidings and Cowies Ghat Siding the additional charge leviable is Re. 0-4-6 per ton only over and above the Howrah rates.

(iii) In the case of wagons containing Coal, Coke and Patent Fuel consigned to Howrah but shunted to one of the above private sidings on the Shalimar Branch prior to being positioned at one of the Howrah Coal Depots, no additional charge other than the Re. 0-4-6 per ton Shalimar Branch charge must be levied. No additional charge whatever is recoverable for such services, when wagons from Collieries in the Jherriah Field are shunted to Shalimar station, Ramkistopore Goods Shed sidings and Cowies Ghat Siding but in the case of consignments from the Raniganj and other Fields to Ramkistopore Goods Shed Sidings and Cowies Ghat Siding an additional charge of Re. 0-4-6 per ton is leviable over and above the Howrah rates.

(iv) In the case of wagons, containing Coal, Coke and Patent Fuel consigned to Howrah and already placed however, in position for unloading, but drawn out at the request of the consignee, and delivered at one of the private sidings on the Shalimar Branch, a rebooking charge of Re. 0-4-6 per ton, in addition to the Re. 0-4-6 per ton Shalimar Branch charge, must be levied. For such service when wagons from Collieries in the Jherriah Field are delivered at Shalimar station, Ramkistopore Goods Shed Sidings and Cowies Ghat Siding only a rebooking charge of Re. 0-4-6 per ton must be levied but in respect to consignments from the Raniganj and other Fields delivered at Ramkistopore Goods Shed Siding and Cowies Ghat Siding, a rebooking charge of Re. 0-4-6 per ton in addition to the Re. 0-4-6 per ton Shalimar Branch charge must be levied, over and above the Howrah rates.

General Rules.

63. Coal Depot Holders (Ramkistopore Shalimar Branch).—(a) The following is the list of Depot Holders beside Firewood siding No. 2, Cowies Ghat siding on Ramkistopore Shalimar Branch to whom Coal, Coke and Patent Fuel in full wagon loads may be booked:—

Mr. Jalif Meah

Mr. Rup Narain Singh.

, Gour Hari Mittra.

„ Ainuddin Fakiruddin.

„ Benode Behary Khan.

„ Sewdhar Missir.

„ Bhupati Charan Samanta.

„ Phani Bhusan Mukherjee.

„ Sachindra Kumar Chatterjee.

(b) Coal and Coke in wagon loads may be booked to Ramkistopore on account of Babu Ameo Charan Samanta who has leased a plot of land in front of Hooghly Flour Mills Siding.

64. Coal wagons—Repositioning of.—Repositioning of wagons containing Coal, Coke and Patent Fuel from one point to another in the same station yard or area at the request of the invoiced consignee or the party authorised to effect delivery is permissible on collection of a shunting charge of Rs. 5-0-0 per 4-wheeled broad gauge wagon, except in Howrah area, Cawnpore area, Lucknow area, Bara Banki, Kashi, Benares Cantonment, Bareilly, Moradabad and Dehra Dun where a shunting charge of Rs. 10-0-0 per 4-wheeled broad gauge wagon should be levied. A surcharge of $12\frac{1}{2}$ per cent. of the total freight charges is leviable in addition except on soft coke where the surcharge will not be levied in addition.

Requests for repositioning of Coal wagons must be made in writing to the Station Master, Goods Inspector, Goods Supervisor or Goods Clerk, as the case may be, within the free time after placement of wagons. In the case of Howrah area and Cawnpore area, application must be made to the Divisional Superintendent and the Officer-in-Charge, Cawnpore area, respectively.

Demurrage charges in all cases will accrue afresh ten hours after the time of the second placement.

65. Rebooking of Coal from one Coal Depot at the Howrah Coal Yard to a Coal Depot in the Howrah Punjab Line and vice versa.—In the case of rebooking Coal, Coke and Patent Fuel from one Coal Depot at Howrah Coal Yard to a Coal Depot at Howrah Punjab Line and *vice versa*, a lumpsum charge of Rs. 10-0-0 per 4-wheeled wagon, O. R., L., is levied.

A surcharge of $12\frac{1}{2}$ per cent. of the total freight charges is leviable in addition (except on Soft Coke).

66. Salkea and Howrah Punjab Line stations.—Salkea and Howrah Punjab Line sidings, situated in the Howrah Yard, are open as independent Goods stations for the following traffic, in outward and inward booking:—

Salkea.—Consignments of salt and consignments tendered by Superintendent, Howrah General Stores, are accepted for despatch. All consignments for the Superintendent, Howrah General Stores, may be booked to this siding.

Howrah Punjab Line siding.—Inward consignments of Minerals only are accepted for carriage direct to this siding. No outward booking is permitted at this siding. Coal, Coke and Patent Fuel intended for Howrah for consignee who are neither Plot Holders nor Depot Holders, should be booked and invoiced to Howrah Punjab Line Siding.

General Rules.

Coal intended for the Superintendent, Telegraph Workshop, Alipore, may be booked and invoiced to Howrah Punjab Line.

Invoices will be issued direct to and from these two Stations at the charges in force to or from Howrah, as the case may be.

67. List of Coal Depot Holders at the Howrah Punjab Line.—The following is the list of the Coal Depot Holders at the Howrah Punjab line :—

| Names of Depot Holders. | Depot No.* |
|----------------------------------------------|---------------|
| | 1 |
| | 2 |
| Babu Banoari Lall Roy | 34 |
| | 35 |
| | 36 |
| „ Birendra Kumar Ghosh | 3 |
| „ Shewdhone Dubay | 4 |
| „ Jago Mohan Missir | 5 & 6 |
| Mr. Baij Nath Jugalkishore | 7 |
| Messrs. Dhirajlal Laxmichand & Co. | 8 |
| Babu K. P. Dutt | 9 |
| Messrs. Jahar Lall Mondal and Bros. | (Old Siding), |
| Babu Girindra Nath Dutt | 10 |
| „ Bishnu Pada Atta | 10 |
| Messrs. Roy & Sons | (Old Siding) |
| | 11 |
| Messrs. J. C. Dutt & Co. | 12 |
| Messrs. Ram Probesh Ram Niga Ram Daya Routh | 13 |
| Babu Ram Probesh Routh | 14 |
| Babu Uma Shanker | 27 |
| „ Jitendra Nath Dutt | 28 |
| „ Kedar Nath Mishir | 29 |
| Mr. K. M. Chatterjee | 30 |
| Messrs. Dalganjan Panday and Co. | 31 |
| Babu Jhagroo Ram Halwai | 33 |
| Messrs. Mukherjee and Co. | 33A |
| „ Ram Narain Mahato | 37 |
| Babu Jadu Routh | 38 |
| Messrs. Shewmangal Tewary and Kamsore Tewary | 45 |

* The number of the Depot concerned should be entered in D/Notes, Invoices and Railway Receipts.

68. List of Coal Depot Holders at Howrah Coal Yard.—The following are the names of the Coal Depot Holders at the Howrah Coal Yard:—

| Names of Depot Holders. | Depot No. § | Zone. | Names of Depot Holders. | Depot No. § | Zone. |
|---------------------------------------------------------------------|------------------------|-------|--------------------------------------------------------------------------|-----------------------|-------|
| Messrs. Bengal Coal Co. (Managing Agents, Messrs Andrew Yule & Co.) | 1 to 8 47 & 48 | A | Kilburn & Co. (Mg. Agents Raniganj Coal Association Ltd.) | 51 and 52 | A |
| Barrakur Coal Co. | 12, 13 and 16 to 19 | A | Messrs. Andrew Yule & Co. | 49, 50, 53 and 54. | A |
| Messrs. Martin & Co. | 14, 15 and 39 | A | Hoare Miller & Co. | 62 | B |
| The New Beerbhoom Coal Co. Ltd. | 25 to 27 | A | Messrs. Birla Brothers Ltd., Managing Agents, Kessoram Cotton Mills Ltd. | 69 and 70 | |
| Equitable Coal Co., Mg. Agents (Messrs Macneill & Co.) | 28 to 33 | A | C. Moon & Co. | 74 | B |
| Messrs. Raja Sreenath Roy & Bros. | 34 and 35 | A | Mr. R. K. Modi | 85 | B |
| Octavius Steel & Co. | 36 and 37 | A | Babu R. P. Shaha | 86 | B |
| Messrs. Shaw Wallace & Co. | 40 to 42 | A | Messrs. Bengal Premier Coal Co. | 87 | B |
| Messrs. Gillanders Arbuthnot & Co. | 38 and 43 | A | Messrs. Sikri Bros | 88 | B |
| | | | P. C. Dutt & Co. | 98 | B |
| | | | Andrew Yule & Co. | 102 | B |

§ The number of the Depot concerned should be entered in D/Notes, Invoices and Railway Receipts.

69. Coal Depot Holders at Calcutta (Sealdah).—(a) The following is the list of Coal Depot Holders at Calcutta (Sealdah) together with the number of the Depot held by each:—

| Names of Depot Holders. | Depot No. |
|------------------------------------------------|-----------|
| Messrs. Shewdhar Singh and Bors. | 1 |
| Babu Dwarika Ram | 2 |
| „ Ram Sarup Singh | 3 |
| „ Rama Nath China and Babu Kishori Mohan Kundu | 4 |
| Messrs. Jogivan Trambaklal & Co. | 5 |
| Babu P. Das Gupta | 6 |
| „ Goti Ram Choudhury | 7 |
| „ Ram Bishal Missir | 8 |
| Messrs. B. N. Mondal & Co. | 8A |
| „ Bhagat Ram Dewan Chand & Sunder Dass | 8B |
| Babu Ram Bishal Missir | 8C |
| Messrs. R. P. Varma & Co. | 9 |
| „ Joshi & Co. | 10 |
| „ Sewdohin Missir & Ramdarsan Missir | 11 |
| „ Dobey and Missir | 12 |
| Babu Subedar Singh | 13 |
| „ Sridhari Ram | 14 |
| „ Hari Ram Pandey | 15 |
| Messrs. Ram Charan Singh & Sons | 16 |
| „ Debendra Nath Ghose and Ram Narain Singh | 17 |
| „ B. P. Singh and B. N. Bakshi | 18 |
| Babu Srish Chandra Mittra | 19 |
| Messrs. Nasimuddin & Bros. | 20 |
| „ Chaman Singh and Chatteswar Singh | 21 |

General Rules.

(b) **Coal Depot Holders at Ultandanga.**—The following is the list of the Coal Depot Holders at Ultadanga together with the number of the Depot held by each:—

| Names of Depot Holders. | Depot No. ^a | |
|----------------------------------------------------------|------------------------|-----|
| | New | Old |
| Messrs. Karam Chand Thapar & Bros., Ltd. | 36 | 17 |
| Mr. P. N. Mukherjee | 40 | 19 |
| Messrs. Ram Logina Missir and Sarju Prosad Singh | 16 | 1 |
| „ Ramdhari Balmukund. | 18 | 2 |
| „ Hareyram Sreeram Chowdhury | 19 | 3 |
| „ Surajdev Prosad Ram Lakhan Upadhya | 20 | 4 |
| Mr. Rajendra Bahadur Singh | 21 | 5 |
| Messrs. Misri Ram & Co. | 22 | 6 |
| Babu Karimon Ram | 25 | 9 |
| Messrs. Raha Ghosh & Co. | 26 | 10 |
| Babu Joytish Kumar Seal | 26A | .. |
| Messrs. Mohabir Ram Gaya Prosad | 27 | 11 |
| „ Jogendra Nath Ghosh & Co. | 28 | 12 |
| „ Ram Dass Mallick Bros. | 29 | 13 |
| „ Ramkebal Ram Suraj Dobey | 31 | 14A |
| „ B. N. Mondal & Co. | 34 | 15A |
| Babu Nishi Kanto Chakravarty | 32 | 15B |
| Messrs. Karam Chand Thapar & Bros. | 36 | 17 |
| „ Messrs. Basudeb Prosad and U. N. Paul & Co. | 37 | 18 |
| Mr. P. N. Mukherjee | 40 | 19 |
| „ | 11 | 20 |
| Messrs. Sikri Bros. | 15 | 21 |
| Babu Sewdhone Dobey | 39 | 22 |

(c) **Wood-gola Holders at Sealdah.**—The following is the list of Wood-gola Holders at Sealdah together with the particular number of Wood-gola held by each for the purpose of **storing coal**:—

| Names of Wood-Gola Holders. | Wood-gola No. |
|----------------------------------------------------|---------------|
| Babu Jhabu Rauth | 9A |
| Messrs. Sewnarain Singh and Shahadeb Singh | 12 |
| „ Sukdeb Singh and Hari Charan Ghose | 16A |
| „ Rup Chand Singh and Trigun Prosad Singh | 20A |
| „ Thakur Prosad Singh | 21 |
| „ Jayanta Kumar Roy & Sukdeo Singh | 21A |

General Rules.

70. **Booking of Coal to Messrs. John King & Co.'s Siding, Howrah.**—Consignments intended for Messrs. John King and Company's private Siding should be booked to Howrah at the rate applicable to that station.

71. **Booking of Coal to Bally.**—Coal, Coke and Patent Fuel in full wagon loads intended for the undermentioned Mills and Depot Holders at Bally and Bally Khal only may be booked to Bally:—

List of Depot-Holders at Bally.

| | Depot No. |
|----------------------------------------|----------------|
| Messrs. Hazra Brothers | 2 |
| „ Hari Pado Shee & Sons | 3 and one hut. |
| „ Fani Bhusan Banerjee & Bros. | 4 |
| „ Shah Co. | 5 |
| Babu Naini Singh | 6 |

List of Depot-Holders at Bally Khal.

| | Depot No. |
|---------------------------------------------------------------------|-----------|
| Messrs. Karam Chand Thapar & Bros. | 1 |
| „ Nathuni Singh and Bansrupan Singh | 2 |
| Babu Jahar Lall Mukherjee | 3 |
| Messrs. Chandan Mull Indra Kumar | 5 |
| „ H. Bull & Co. | 6 |
| Babu R. N. Ghose | 7 |
| „ C. C. Kumar | 8 |
| Messrs. A. N. Samanto and J. P. Singh | 9 |
| „ Sikri Bros. | 10 |
| Babu Mohadeb Nath | 11 |
| Messrs. P. C. Ghose & Co. | 12 |
| Babu Joy Gobinda Pandey | 13 |
| Messrs. D. C. Neogy & Sons | 14 |
| Babu Narendra Nath Ghose | 15 |
| Messrs. Bindheswari Prosad Singh and Rameswar Prosad Singh. | 16 |
| „ N. C. Ghose & Bros. | 18 |
| „ Birendra Nath Ghose & Co. | 19 |
| Babu B. P. Ghosh | 20 |
| „ Sivaratan Tanti | 21 |

N. B.—The number of the Depot concerned should be entered in D/Notes, Invoices and Railway Receipts.

(a) Consignments of Coke, in full wagon loads, intended for Babu Kristo Mohon Ghose, a non-depot holder, may be booked to Bally.

General Rules.

67. Coal Depot Holders at Bhadreswar Ghat.—The following is the list of the Coal Depot Holders at Bhadreswar Ghat together with the number of the plot held by each:—

| Names of Depot Holders | Plot No. § |
|--------------------------------------------------|----------------|
| Babu Dhanapati Neogy | 1 |
| ,, Monmotho Nath Sur | 1A |
| Mr. Amulya Ratan Mondal | 2 and 44. |
| Babu Panchu Gopal Shanbui | 3 |
| ,, Sailendra Nath Saha | 4 and 5 |
| ,, Bhubaneswar Prosad Singh | 7 |
| ,, Dwarka Nath Saihji | 8 |
| Messrs. Jogjivan Trambak Lal & Co. | 9 |
| Mr. P. Chongdar | 10 |
| Controller of Stores, Calcutta Corporation | 11 |
| Chitpur Jute Press Ltd. | 12, 13 and 13A |
| Babu Sureswar Ghosh | 14 |
| Messrs. Rajkumar and Haridas Mondal | 15 |
| ,, H. D. Ajmera & Co. | 16 |
| ,, Bose Bros. | 17 |
| ,, Sadhuram Tularam | 18 |
| ,, Sikri Bros. | 19, 20 and 31 |
| Mr. Robindra Nath Mukherjee | 21 |
| Messrs. Chowdhury & Co. | 22 |
| ,, Gillanders Arbuthnot & Co. | 27 |
| Mohadeb Nath | 32 and 33. |
| Messrs. D. N. Chatterjee & Co... .. | 34 |
| ,, Amulya Ratan Mondal & Bros. | 43 and 45 |
| ,, K. K. Mondal & Bros. | 46 |

§ The No. of the plot concerned should be entered in D/Notes, Invoices and Railway Receipts..

73. Coal Depot at Garden Reach for Messrs. Mackinnon Mackenzie & Co.—

• Coal for Messrs. Mackinnon Mackenzie & Co. are dealt with at a new Depot at Garden Reach. Consignments should be invoiced to "Garden Reach Coal Depot" *via* East Dock Junction and invoices are to be sent by post direct to the Superintendent, "Coal," Kidderpore Docks. The rates to Howrah apply. Traffic from Collieries served by the East Indian Railway must be sent by the East Indian Railway route. This must not interfere with the rules governing Coal for the Bengal-Nagpur Railway's Garden Reach station.

74. Booking of Coal to Chheoki for Loco. Foreman, Great Indian Peninsula Railway.—Coal, Coke and Patent Fuel in full wagon loads, O. R., L., may be booked from Colliery stations on this Railway to the Loco. Foreman, Great Indian Peninsula Railway, Chheoki, at the same rates as for coal booked to Naini. The usual surcharge and Cess charge and the East Indian Railway receiving end terminal charge must be levied in addition.

75. Booking of coal to Manihari Ghat and via.—(i) The ferry charge on coal when booked between Sahibganj and Manihari Ghat is Re. 0-13-7 per ton.

(ii) In booking *via* Manihari Ghat a charge of Re. 1-2-2 per ton is made on account of the East Indian Railway ferry and the East Bengal Railway transhipment. Out of this charge Re. 0-4-7 per ton is due to the Eastern Bengal Railway for transhipment.

76. Booking of Coal via Monghyr.—Coal, Coke and Patent Fuel in bulk cannot be booked to Monghyr Ghat and stations on the Bengal and North Western Railway, *via* Monghyr.

77. Coal for Patna.—In booking Coal, Coke and Patent Fuel to Patna, consignors should specify whether these are intended for Patna Junction, Patna City or Patna Ghat and a note to this effect must be entered on invoices.

78. Booking of Coal to Sitapur City.—Coal, Coke and Patent Fuel intended for Sitapur City must be booked by the route over the Oudh and Rohilkhand section of the East Indian Railway.

79. Booking of Coal to Lucknow.—Coal, Coke and Patent Fuel intended for Lucknow will be dealt with at a special Mineral Siding, which has been provided for this purpose in the Lucknow Industrial Area. Rates to Lucknow will apply. Invoices should be issued to Industrial Area Siding.

80. Booking of Coal to Delhi.—(a) Delhi station is situated on the North Western Railway. But for all purposes of rating and routing of coal traffic from stations on the East Indian Railway, and *via*, to this station, Delhi will be treated as a station on the East Indian Railway, and rates for Coal, Coke and Patent Fuel will be calculated on the mileages shown under the East Indian Railway against Delhi.

Coal, Coke and Patent Fuel for the Public cannot at present be booked to Delhi station itself. Loco. Coal for the North Western Railway, however, may be booked to this station.

(b) **Booking of Coal to Subzi Mundi.**—In booking coal traffic to Subzi Mundi from stations on the East Indian Railway and *via*, Subzi Mundi will be treated as an auxiliary station to Delhi. On Coal, Coke and Patent Fuel booked from East Indian Railway stations and *via* to Subzi Mundi, Delhi rates will be charged.

General Rules.

81. Booking of Coal to Rakhitpur Block Hut.—Rakhitpur Block Hut situated on the Pathardihi-Pradhankhanta Link is not open for goods traffic. As a temporary arrangement, Coal, Coke and Patent Fuel intended for Messrs. Premji Kumbhabhai may be booked from the Colliery sidings served by Kusugda, Jherriah and Pathardihi to Rakhitpur Block Hut and invoiced to Pathardihi (for Rakhitpur Block Hut). Freight charges on such consignments will be levied at the rate of Re. 0-15-0 per ton plus 12½ per cent surcharge on the total freight charges.

82. Rate for Coal from Municipal Siding to Flour Mill Siding, Lucknow.—Coal in full wagon loads, O. R., L., from Municipal Siding (Industrial Area Siding) to Flour Mill Siding (Industrial Area Siding), Lucknow, is charged at a lump sum rate of Rs. 10-0-0 per 4-wheeled wagon plus the 12½ per cent surcharge on total freight charges.

83. Katras-Khanoodih Extension—Charge on despatches from.—The charge on despatches from all Collieries served by the Katras-Khanoodih Extension is due as from Katrasgarh for which station rates are quoted in this Tariff.

84. Lodna Tar Siding—Charge on despatches from.—Lodna Tar Siding on Bhaga Branch between Jherriah and Pathardihi is open for outward despatch of Coke in full wagon loads.

Rates as from Pathardihi are charged on Coke consignments despatched from Lodna Tar Siding, the traffic being invoiced at Pathardihi.

85. Coal, Coke, and Patent Fuel for the use of Foreign Railways.—Coal, Coke, and Patent Fuel for the use of Foreign Railways are carried under the same conditions as Coal for the public. In the case of coal carried for Foreign Railways in their own vehicles, charges must be levied similarly to coal carried in East Indian Railway stock.

86. Coal for Departmental use from one point to another at the same station on the East Indian Railway.—Coal for Departmental use from one point to another at the same station over the East Indian Railway is charged at a lump sum rate of Rs. 5-0-0 per wagon.

The charge should be supported by the issue of R. M. C. Note.

87. Booking of Coal from Chandrapura-Barkakana Section.—Coal, Coke and Patent Fuel for the Public from Collieries served by the Chandrapura-Barkakana Section to (1) Calcutta (Sealdah), Chitpur and *via*, Ultadanga, Cossipore Road (E. B.) and Kidderpore Docks, (2) stations on the Eastern Bengal Railway below Naihati and (3) Great Indian Peninsula Railway stations Bhusaval and beyond, may be booked and routed by way of the East Indian Railway route, or by way of the Bengal Nagpur Railway route (*viz.*, *via* Chandrapura, or *via* Barkakana, as the case may be), the rates chargeable by the two routes being equal.

88. Despatches from Coal sidings.—The following are the rules which govern the charge over the East Indian Railway on Coal, Coke and Patent Fuel despatched from sidings:—

I.—Where it is necessary, in order to enter the sidings, to proceed outside the limits of a station:—

(a) Charge is made from the nearest station beyond in point of distance.—
Thus, on downwards Coal from sidings between Asansol and Sitarampur charge is made as from Sitarampur, and on upwards Coal as from Asansol.

General Rules.

- (b) Where, however, the total distance to the Coal wharf or depot, including length of siding, is greater than that to the next station beyond, the total distance will be charged for.
- *Thus*, the distance from Asansol to Howrah being 132 miles, and the total distance to Howrah from a Coal wharf or depot between Kalipahari and Asansol (including length of siding) being 133 miles, charge to Howrah is made as for 133 miles, part of a mile being reckoned as a mile.

I.—Where the siding is entered within station limits:—

The charge made will not be less than on the total distance from the Coal wharf or depot, including length of siding, the minimum charge for such a siding being as for one mile, and part of a mile being reckoned as a mile.

Thus, the distance from Raniganj to Howrah being 121 miles and the length of a siding worked from Raniganj station being 3,000 feet the distance for charge would be 122 miles.

Chapter II.

Sidings (other than Colliery Sidings) on the East Indian Railway to which coal may be booked.—Coal, Coke and Patent Fuel in full wagon loads only may be booked to the undermentioned Sidings (other than Colliery Sidings). The charges to be levied are shown against each item. Traffic must be invoiced to the station which serves the siding, except where otherwise specially stated.

N. B.—Only traffic consigned to the Mills or Concerns served by the sidings is accepted for despatch and under no circumstances will goods (including coal) consigned to a private party be accepted for carriage to the Mill sidings except where otherwise specially provided for. The name of the siding must be shown clearly on the Invoice and Railway Receipt.

| Names of sidings. | Situation. | Stations which serve the sidings and to which Invoices are to be issued except where otherwise specially stated. | Rate and siding charge leviable. | Remarks. |
|------------------------------|-----------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Allahabad Arsenal Siding .. | At Allahabad .. | Allahabad .. Arsenal Siding. | Rates on the distance arrived at by adding 4 miles to Allahabad mileage. | Consignments intended for the plot-holders only are dealt with. The following is the list of plot-holders at this siding:— (1) Babu Johri Lal, Coal Merchant. (2) Babu Giridhari Lal Kapoor, Coal Merchant. (3) Babu Bishambar Nath Kapoor, Coal Merchant. (4) Ghiras Lal, Coal Merchant. (5) Messrs. Pershottam Dutt Mahdeo Pershad,*, Coal Merchant. (6) Mohammed Jan, Coal Merchant (7) Basiruddin, Coal Merchant. |
| Allahabad Brick-field siding | At Allahabad .. | Allahabad .. | Rs. 2-0-0 per wagon over and above the rate to Allahabad. | |
| Allahabad Tile Works siding | At Allahabad .. | Allahabad .. | Rs. 2-0-0 per wagon over and above the rate to Allahabad. | Open for Military traffic only. |
| Allahabad Troop Siding .. | At Allahabad .. | Allahabad .. | The Military Siding charge, viz., Rs. 5-0-0 per wagon over and above the rate to Allahabad. | |

| Allahabad Milling Company's Mill siding. | At Allahabad | Allahabad | Rs. 2-0-0 per wagon over and above the rate to Allahabad. | Consignments intended for delivery at Allahabad Milling Co.'s Mill siding should be booked direct to the siding, the siding charge being shown separately on the invoice by the forwarding station. |
|----------------------------------------------------------------------------------------------------------|---------------------------------|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Amroha Sugar Factory Siding. | At Amroha | Amroha | Rates to Amroha plus 10 pies siding charge. | |
| Angus Engineering Works siding. | At Bhadreswar Ghat | Bhadreswar Ghat | Rate on the distance arrived at by adding two miles to the Bhadreswar Ghat mileage. | |
| Angus Jute Mill siding | At Bhadreswar Ghat | Bhadreswar Ghat | Rate on the distance arrived at by adding two miles to the Bhadreswar Ghat mileage. | |
| Anwarganj siding of the B. B. & C. I. Ry. | .... | Cawnpore Jn. (E. I.) | Rate to Cawnpore Mill Sidings B. plus a siding charge of Re. 0-3-0 per wagon due to the B. B. & C. I. Railway. The siding charge will be recovered locally by the B. B. & C. I. Railway staff. | Wagons containing Coal, Coke and Patent Fuel booked to Cawnpore Jn. for the undermentioned firm are shunted to the Anwarganj siding of the B. B. & C. I. Railway from Cawnpore Jn. (E. I.):— (1) Messrs. Bajinath Balmakund (for Sugar Works, Woollen Mills and the Indian Distillery). Invoices are issued to sohwal and wages labelled for the siding. Open in local booking. Open in local booking only. |
| Assisted and private siding to serve Power House for the Irrigation Department. | .... | Sohwal | Re. 0-0-10 per ton in addition to rates to sohwal. | |
| Assisted siding to serve the Gaya Cotton & Jute Mills Ltd. | At Gaya | Gaya | Re. 0-0-10 per ton in addition to rates to Gaya. | |
| Assisted and private siding for the Irrigation Department. | At Sohwal | Sohwal | Rates to sohwal plus 10 pies siding charge. | |
| Assisted siding for Messrs. Balmor Lawrie & Co. Managing Agents Bridge and Roof Company (India) Limited. | Between Howrah and Lillooah. | Howrah | Rate as to Howrah when booked from stations other than Howrah and viz. | The following remarks, viz., "For delivery at Messrs. Balmor Lawrie & Co.'s siding, Howrah (Punjab Line)" must be made on the Invoices and Card Labels. |
| Asansol Old siding | At Asansol | Asansol | Rates as to Asansol. | Coal for Messrs. K. B. Dutt & Co. may be booked to this siding. |
| Atherton West & Co.'s siding | At Cawnpore Central Goods Shed. | Cawnpore Central Goods Shed. | See under "Industrial Area siding" .. | Consignments must be invoiced direct to this Goods Shed. |
| Bahadurganj Goods Shed | Between Rosa and Shahjahanpur. | .... | Rate to Shahjahanpur plus a siding charge of Re. 0-4-6 per ton. | |

* Traffic consigned either to Pershottam Dutt or Mahadeo Pershad may be booked to this plot.

Sidings.

| Names of sidings. | Situation. | Stations which serve the sidings and to which Invoices are to be issued except where otherwise specially stated. | Rates and siding charges leviable. | Remarks. |
|-------------------------------------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Badshanagar Paper Mill Siding. | At Badshanagar | Badshanagar | Re. 0-0-6 on each Foreign Railway wagon sent to Mills and recovered locally. | This siding charge applies in the case of Metre Gauge wagons other than those belonging to the B. & N.-W. Railway. |
| Bahjoi Glass Works | At Bahjoi | Bahjoi | Same rate as to Bahjoi. An extra haulage charge of Re. 0-8-0 per wagon loaded or empty is collected locally over the Bahjoi Glass Works Siding in addition to the rates to and from Bahjoi. | |
| Bally Brick-field Siding | Between Bally and Uttarpara. | Bally | Rate as to Bally when booked from stations above Bally. | Only Coal consigned to the contractors burning bricks at the E. I. Railway Bally Brick Field may be booked to this siding, with the permission of the Engineering Department. At present only Messrs. Ganguly Bros. are allowed to work the E. I. Railway Bally Brick Field. |
| Bally Jute Mills Siding Banberia Mill Siding | At Bally At Bansabati | Bally Bansabati | Bally rates are charged. Rate on the distance arrived at by adding two miles to the Bansabati mileage. | Coal consigned to (i) Messrs. Mackintosh Burn, Ltd. (ii) Messrs. J. B. Norton & Co., and (iii) Bird & Co., C/o the Manager, Banberia Mill, may be booked to this siding. Traffic consigned to the Tanning Extract Factory of Messrs. Ellerman's Arracan Rice and Trading Co., Ltd. may be booked to this Siding. |
| Bassorah Siding | Between Ondal and Toposi. | Toposi | Rs. 3-0-0 per 4-wheeled wagon in addition to rates to Toposi. | |
| Behar Fire-bricks Siding | Between Mugma and Kaloobathan. | Barakar | For traffic to and from the siding, passing Barakar, Mugma rates. For traffic to and from the siding, passing Kaloobathan, Barakar rates. | |
| Behar Lime and Cement Co., Ltd. Siding. | At Jhajha | Jhajha | Rate on the distance arrived at by adding 1 mile to the Jhajha mileage. | |
| Belliahata Grass Siding | Off Calcutta (Sealdah) | Calcutta (Sealdah) | Rate to Sealdah plus a shunting charge of Rs. 2-0-0 per wagon. The shunting charge will be collected locally by the E. I. Railway at Calcutta. | The following remarks, viz., "Shunting charge to be collected" must be made on the Invoices and Railwa Receipts. |

Sidings.

| Names of sidings. | Situation. | Stations which serve the sidings and to which Invoices are to be issued except where otherwise specially stated. | Rates and siding charges leviable. | Remarks. |
|-----------------------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Canal Siding .. | At Rajghat Narora .. | Rajghat Narora .. | Re. 0-8-0 per wagon placed into the siding. | |
| Cawnpore Mills Sidings:— | At Cawnpore Central Goods Shed. | | | |
| Mills sidings A. | | | In the case of traffic to Cawnpore Mills Sidings A, the charge is to be calculated on a distance arrived at by adding two miles to the Cawnpore Central Goods Shed mileage and in the case of traffic to Cawnpore Mills Sidings B, on a distance arrived at by adding three miles to the distance to Cawnpore Central Goods Shed. Coal, Coke and Patent Fuel carried over the East Indian Railway 350 miles and over to the Cawnpore Mills Sidings are charged at the same rates as to Cawnpore Central Goods Shed. | |
| Swadeshi Cotton Mills .. | | | | |
| Cawnpore Cotton Mills .. | | | | |
| Messrs. Munna Lal Oil & Ginning Mills Siding. | | | | |
| Cocolas Assisted Siding .. | | | | |
| Munna Lal Co.'s Mill Siding. | | Cawnpore Central Goods Shed. | | |
| Cawnpore Woollen Mills.. | | | | |
| Cawnpore Electric Supply Corporation—Electric House, Siding A. | | | | |
| Muir Mills Co. | | | | |
| Chingighur station† Mills Sidings B. | | Chingighur .. | | |
| New Victoria Mills | | | | |
| Cooper Allen & Co.‡ | | | | |
| N. W. Tannery Co. | | | | |
| Elgin Mills .. | | | | |
| Empire Engineering Co. | | | | |
| Cawnpore Electric Supply Corporation—Riverside Power House, Siding B. | | | | |
| Fahimuddin Siding .. | | | | |
| The Cawnpore Chemical Works Mill Siding. | At Anwarganj (B. B. & C. I. Ry.) | Cawnpore Central Goods Shed. | Rate as to Cawnpore Central Goods Shed plus an extra charge of Re. 0-3-0 per broad-gauge loaded wagon. The extra charge is recovered by the B. B. & C. I. Ry. locally from the consignees direct. | Wagons must be labelled for Cawnpore Central Goods Shed for Messrs. The Cawnpore Chemical Works Mill Siding (B. B. & C. I. Ry.) at Anwarganj and will be shunted by the E. I. Ry. from Cawnpore Central Goods Shed to the siding. |

Siding.

| Cawnpore Troop Siding .. | At Cawnpore Central Goods Shed. | Cawnpore Central Goods Shed. | On Military traffic.—Rs. 5-0-0 per loaded vehicle in addition to rates to Cawnpore Central Goods Shed. On other traffic.—Same rate as applies in the case of traffic to Cawnpore Mills Siding A. | This siding is open for the Military Department and for Messrs. Spencer & Co., Ltd. |
|-----------------------------------------------------------|---------------------------------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Chandauli Steam Power Siding. | At Chandauli .. | Chandauli .. | Rate on the distance arrived at by adding three miles to the Bhadreswar Ghat mileage. | |
| Chirkunda Siding .. | Takes off Chanch Branch. | Barakar .. | Re. 0-0-10 per ten in addition to rates to Chandauli. | |
| Cotton Mill Siding (Ramchand Gursahai Mall Cotton Mills). | At Lucknow .. | Industrial Area siding | On traffic passing Barakar-Mugma rates. On traffic passing Mugma-Barakar rates. | Offshoots of the Industrial Area Siding. |
| Cleveland Bridge & Engineering Co.'s Siding. | At Salkea (Howrah) .. | Howrah .. | Rate to Lucknow plus a siding charge of Re. 0-2-7 per ton. | The additional charges must be shown separately on the Invoices as the E. I. Ry. charge. Invoices to be issued at Salkea (Howrah) with the name of Siding clearly mentioned and wagons labelled accordingly. |
| Dalhousie Jute Mill Siding .. | At Bhadreswar Ghat | Bhadreswar Ghat .. | Rates to Howrah plus a siding charge of Rs. 2-8-0 per 4 wheeled and Rs. 5-0-0 per bogie in case of bookings from E. I. Ry. stations and via other than via Howrah. In case of via Howrah rate to Howrah plus Rs. 5 per 4 wheeled and Rs. 10-0-0 per bogie will be levied in addition. | |
| | | | Rate on the distance arrived at by adding three miles to the Bhadreswar Ghat mileage. | |

§ Consignments intended for the N. W. Tannery Company Ltd. are also accepted and booked to Messrs. Cooper Allen and Company's siding as both firms are under the same management. The same charges as to Messrs. Cooper Allen and Company's siding are levied.

* Consignments intended for (1) Tularam Jailal and (2) B. Agarwala & Co. may be booked to this siding.

† Consignments intended for the Managers or Proprietors of the following concerns are dealt with at this station:—

(1) Cawnpore Sugar Works and Distillery (Messrs. Begg Sutherland

& Co.)

(2) The Cawnpore Textile Mills.

(3) The New Premier Oil Mills.

(4) Noronha Soorkhi & Lime Mills. (Prop. Messrs. M. X. De Noronha & Son).

(5) Messrs. Ralli Bros

Sidings.

| Names of sidings. | Situation. | Stations which serve the sidings and to which Invoices are to be issued except where otherwise specially stated. | Rates and siding charges leviable. | Remarks. |
|-------------------------------------|----------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Delhi Flour Mill Siding (N. W. Ry.) | At Subzi Mundi .. | Subzi Mundi .. | For charges leviable in addition to Subzi Mundi rates, see under N. W. Ry. | Coal consigned to the New Beerbhoom Coal Co.'s Workshop may be booked to this siding. |
| Dhadka Workshop Siding .. | At Asansol .. | Asansol .. | Rate on the distance arrived at by adding three miles to Asansol mileage. | |
| Dhampur Sugar Mill Siding | At Dhampur .. | Dhampur .. | Re. 0-1-9 per ton in addition to Dhampur rate. | |
| Dunlop Siding .. | At Bansabati .. | Bansabati .. | Rate to Bansabati plus a siding charge of Re. 0-1-9 per ton. | |
| Durgapur No. I .. | | Durgapur .. | Rs. 1-4-0 per 4-wheeled wagon in addition to rate to Durgapur. | Offshoot of Lucknow Industrial Area Siding. Consignments intended for Sri Venkateswar Flour Mills only is dealt with at this siding. |
| Eastern Light Casting Co.'s siding. | Between Kulti and Barakar. | Barakar .. | Rate on the distance arrived at by adding one mile to the Barakar mileage. | |
| Engineering Brick-field Siding. | Between Belur and Dankuni. | .... | See H. B. Chord Engineering Brick-field Siding. | |
| Entally Workshop Siding .. | At Sealdah .. | .... | See Calcutta Municipal Sidings. | |
| Flour Mill Siding .. | At Lucknow .. | Industrial Area Siding .. | Rate to Lucknow plus a siding charge of Re. 0-2-7 per ton. | |
| Galfarbari Siding .. | Between Barakar and Mugma. | Barakar .. | { For traffic passing Barakar-Mugma rates For traffic passing Mugma-Barakar rates. | |
| Ganga Deshi Sugar Mill Siding. | At Buxar .. | Buxar .. | On the distance arrived at by adding one mile to the Buxar mileage. | |
| | | | | |

| Ganesh Flour Mills Siding .. | Off Cawnpore Industrial Area Siding. | Cawnpore Central Goods Shed. | Same rates as applicable to Cawnpore Mill Sidings B. |
|----------------------------------------------------|--------------------------------------------------------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ganges Flour Mill Siding .. | At Cawnpore Central Goods Shed. | Cawnpore Central Goods Shed. | When carried over the E. I. Ry. for distances less than 350 miles—Rate to Cawnpore Central Goods Shed plus a siding charge of Re. 0-2-3 per ton. When carried over the E. I. Ry. for distances 350 miles and over—same rate as to Cawnpore Central Goods Shed. |
| Gaya Cotton and Jute Mill Siding. | Gaya .. | Gaya .. | On traffic booked <i>via</i> Cawnpore Central Goods Shed—Re. 0-2-3 per ton over the siding only, except in the case of traffic from M. G. Rys. (B. & N. W. and B. B. & C. I.) <i>via</i> Cawnpore Central Goods Shed in which case the siding charge leviable is 4 pies per maund or Re. 0-9-1 per ton. |
| Ginning Factory Siding .. | At Madhoganj .. | Madhoganj .. | Rate as to Madhoganj. .. |
| Hooghly Mills Siding .. | At Kidderpore Docks .. | Kidderpore Docks. .. | Rate as to Kidderpore Docks plus a shunting charge of Rs. 1-4-0 per axle. The shunting charge will be recovered by the Port Commissioners' staff locally at the time of delivery. |
| Howrah, H. B. Chord Engineering Brickfield Siding. | Between Belur and Dankuni on the Howrah-Burdwan Chord. | Bally .. | When booked from stations other than Howrah and <i>via</i> , at the same rate as to Howrah. |
| H. R. Sugar Factory Siding | Bareilly .. | Bareilly .. | Rate to Bareilly plus a siding charge of 10 pies per ton. |
| Improvement Trust Siding | At Lucknow .. | Industrial Area Siding .. | Rate to Lucknow plus a siding charge of Re. 0-2-7 per ton. |
| | | | Wagons are hand shunted over the siding by the Ginning Factory. |
| | | | Coal consigned to the Hooghly, Jute Mills may be booked to this siding. |
| | | | This siding is open for Coal consigned to Messrs. H. Bull and Co. in local booking only. |
| | | | This siding takes off Lucknow Industrial Area Siding. Consignments for Lucknow Improvement Trust and United Provinces Electric Supply Co., are only dealt with. |

Sidings.

Sidinga.

| Names of sidings. | Situation. | Stations which serve the sidings and to which Invoices are to be issued except where otherwise specially stated. | Rates and siding charges leviable. | Remarks. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Indian Patent Stone Co.'s New Factory Siding at Narculdanga. | At Calcutta (Sealdah) | Calcutta (Sealdah) | Rate to Sealdah, plus a haulage charge of Rs. 2-0-0 per vehicle. The haulage charge is collected locally by the E. B. Ry. and need not be shown on the invoice. | Invoices to be made out for Calcutta (Sealdah) for Indian Patent Stone Company's New Factory Siding at Narculdanga. The E. B. Ry. will arrange to haul the wagon from Calcutta (Sealdah) to the siding. The following remark, viz., "Haulage to be collected" must be made on the invoice and Railway Receipt. Invoices will be issued to and from Cawnpore Central Goods Shed, as the case may be, with the name of the particular siding clearly maintained therein. |
| Industrial Area Siding comprising— 1. Atherton West & Co.'s Siding. 2. Standard Oil Co.'s Siding. 3. Burnah Shell Oil Storage and Distributing Co.'s Siding. | At Cawnpore Central Goods Shed. | Cawnpore Central Goods Shed. | Same rates as applicable to Cawnpore Mill Sidings B. | This siding is jointly used by Messrs. Juggilal Kamalapat Cotton Manufacturer's, Ltd. and Messrs. Lakshmiratan Cotton Mills Co., Ltd., Cawnpore |
| Juggilal Kamalapat Cotton Manufacturer's Siding. | Taking off Industrial Area Siding, Cawnpore. | Do. | Ditto | Invoices must be issued to and wagons labelled for Cawnpore Central Goods Shed for Messrs. Juggilal Kamalapat & Co.'s Siding, B. B. & C. I. Ry. at Anwarganj. The wagons will be shunted from Cawnpore Central Goods Shed to the siding by the E. I. Ry. |
| Jagnal Raja Glass Works Siding. | At Naini | Naini | Rate to Naini plus Re 1-0-0 per wagon (in the case of traffic from E. I. Ry. stations and <i>via</i> other than <i>via</i> Naini) and Rs. 2-8-0 per wagon in case of traffic from G. I. P. Ry. stations <i>via</i> Naini. | Invoices must be issued to and wagons labelled for Cawnpore Central Goods Shed for Messrs. Juggilal Kamalapat Cotton Manufacturer's, Ltd. and Messrs. Lakshmiratan Cotton Mills Co., Ltd., Cawnpore |
| Jailakshmi Sugar Factory Siding. | At Doiwala | Doiwala | Rate to Doiwala plus a siding charge of 10 pies per ton. | Invoices must be issued to and wagons labelled for Cawnpore Central Goods Shed for Messrs. Juggilal Kamalapat Cotton Manufacturer's, Ltd. and Messrs. Lakshmiratan Cotton Mills Co., Ltd., Cawnpore |
| Joynagar Siding | Between Ikrah and Churulia. | Churulia | On traffic to and from Gaurangdi-Ikrah rate. On traffic to and from other stations —Churulia rate. | Invoices must be issued to and wagons labelled for Cawnpore Central Goods Shed for Messrs. Juggilal Kamalapat Cotton Manufacturer's, Ltd. and Messrs. Lakshmiratan Cotton Mills Co., Ltd., Cawnpore |
| John King & Co.'s private Siding. | Howrah | Howrah | Same rate as to Howrah | Invoices must be issued to and wagons labelled for Cawnpore Central Goods Shed for Messrs. Juggilal Kamalapat Cotton Manufacturer's, Ltd. and Messrs. Lakshmiratan Cotton Mills Co., Ltd., Cawnpore |
| Juggi, Lall Kamalapat & Co.'s Siding (B. B. & C. I. Ry.) | At Anwarganj (B. B. & C. I. Ry.) | Cawnpore Central Goods Shed. | Rates to Cawnpore Central Goods Shed plus an extra charge of Re. 3-0-0 per broad-gauge loaded wagon. The extra charge will be recovered by the B. B. & C. I. Ry. locally direct from the Mill owners. | Invoices must be issued to and wagons labelled for Cawnpore Central Goods Shed for Messrs. Juggilal Kamalapat & Co.'s Siding, B. B. & C. I. Ry. at Anwarganj. The wagons will be shunted from Cawnpore Central Goods Shed to the siding by the E. I. Ry. |

Coal, Coke and Patent Fuel intended for Messrs. Atherton West & Co. may also be booked to this siding at the same rates and under the same conditions.

Hard coke intended for the Kalipahari Engineering Works is booked to this siding. Invoices must be issued to Raniganj and should bear the remarks "For delivery at Kalipahari Railway Siding."

Open for Coal in full wagon loads consigned to Messrs. Ganguli Bros. only.

Treated as an independent station.

Invoices are issued direct to Kumardubi Siding.

This siding deals with goods intended for the following concerns only and is not open for general public traffic.

(1) Kumardubi Engineering works
(2) Kumardubi Fireclay and Silica works.

(3) Eagle Rolling Mills Messrs. Best & Co.

Coal consigned to Messrs. Holmes Wilson & Co.'s Foundry at Lillooah is booked to this siding. Invoices are issued to Howrah (Lillooah Sorting Yard Siding) and wagons must be labelled accordingly. Messrs. Agarwala & Sons are also allowed to use this siding.

Sidings.

| | Between Jamtara and Karmatar. | Jamtara | | { For traffic passing Jamtara-Karmatar rate. For traffic passing Karmatar-Jamtara rate. |
|--------------------------------------------|--------------------------------------------------|------------------------------------------|----|-----------------------------------------------------------------------------------------------------------------------------------------|
| Kaseetar Block Hut Siding. | At Cawnpore Central Goods Shed. At Kalipahari | Cawnpore Central Goods Shed. Raniganj | .. | Same rates as applicable to Cawnpore Mills Siding B. Rates as to Raniganj .. |
| Kakomi Mills Siding | .. | .. | .. | .. |
| Kalipahari Railway Siding | .. | .. | .. | .. |
| Khamargachi Engineering Brickfield Siding. | .... | Khamargachi | .. | Rates as to Jirat when booked to this siding passing Bansabati. |
| Khudiram Siding | At Raniganj | Raniganj | .. | Rate on the distance arrived at by adding one mile to the Raniganj mileage. |
| Kulti Siding | Kulti .. | Kulti .. | .. | Rates as to Kulti .. |
| Kumardubi Siding | Between Barakar and Mugma. | ... | .. | For traffic passing Barakar-Mugma rate. |
| Lakshmi Sugar and Oil Mills siding. | At Hardoi | Hardoi .. | .. | For traffic passing Mugma-Barakar rate. |
| Lakshmi Sugar Factory Siding. | At Maholi | Maholi .. | .. | Rates to Hardoi plus a siding charge of 10 pies per ton. |
| Lillooah Sorting Yard Siding | At Lillooah | Howrah | .. | Rates to Maholi plus a siding charge of 10 pies per ton. For traffic from stations other than Howrah and <i>via</i> —Rate to Howrah. |
| Loco. Foreman's Siding, Anwarganj. | .... | Cawnpore Central Goods Shed. | .. | Rate on the distance to Cawnpore Central Goods Shed plus an extra three miles over the siding. |
| Lodna Tar Siding | On Bhaga Br. between Jherriah and Pathardihi. | Pathardihi | .. | Same rates as applicable to Pathardihi |

Sidings.

| Names of sidings. | Situation. | Stations which serve the sidings and to which Invoices are to be issued except where otherwise specially stated. | Rates and siding charges leviable. | Remarks. |
|-------------------------------------|--------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lucknow Military Depot. | At Lucknow | Lucknow Fateh Ali .. | Rate to Lucknow plus a siding charge of Rs. 5-0-0 per wagon. | This is a Military siding and open for inward and outward traffic in Grain and Pulses for the Military Department. |
| Lucknow Monawarbagh Siding. | At Lucknow | Lucknow Fateh Ali | Rs. 5-0-0 per wagon in addition to the rate to Lucknow. | This is a Military siding and open for Military consignments only. Separate series of invoices should be issued to (or from) Lucknow-Monawarbagh siding (Fateh Ali). |
| Magarwara Bone Mill Siding | At Magarwara | Magarwara .. | Rate to Magarwara plus a siding charge of 10 pies per ton. | This siding is open for traffic for Messrs. Ralli Bros. Bone Mills only. |
| Maharajpur Siding. | At Maharajpur | Maharajpur .. | No Siding charge .. | Open on E. I. Ry. account. |
| Martin & Co.'s Cement Works Siding. | At Japla | Japla .. | Rs. 3-0-0 per 4-wheeled wagon and Rs. 6-0-0 per bogie wagon in addition to the rate to Japla. | |
| Meerut City Mandi | At Meerut City Jn. | Meerut City .. | Rs. 2-0-0 per 4-wheeled wagon as haulage charge over the siding in addition to the rate to Meerut City. | Meerut City Mandi Siding is situated on the N. W. Railway and is served by Meerut City Jn. station of E. I. and N. W. Railways. For purposes of all Coal traffic booked to Meerut City Mandi Siding from any station on the East Indian Railway and <i>via</i> , carried by the E. I. Railway route, the siding should be treated as an E. I. Railway Siding. |

Consignments intended for Messrs. Jaswant Singh Sugar Mills or Seth Nanak Chand Government contractor and consigned to their siding at Meerut City may be booked in accordance. The above haulage charge is not leviable the usual siding charge being recovered locally.

| Mirzapur Electric Supply Co. Ltd. Siding. | At Mirzapur | Mirzapur | 10 pies per ton in addition to rates to Mirzapur. | Invoices are to be issued to Howrah (Mohin Mill Siding, Lillooah.) |
|-----------------------------------------------------------------------------|----------------------------------------------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | |
| Mill Siding for Messrs. Ramanirajan, Kaashi Pershad—Parbati Hemp Press. | At Shiupur | Shiupur | No siding charge. | |
| Mill Siding for Messrs. Jai Dayal Madangopal. | At Shiupur | Shiupur | No siding charge. | |
| Mineral Siding | At Lucknow | Industrial Area Siding | Same rates as to Lucknow. | |
| Mohin Mill Siding | At Lillooah | Howrah | On traffic booked from E. I. Railway colliery stations or from B. N. Railway colliery stations <i>via</i> Asansol—Rates as to Howrah. | |
| Moradabad Spinning and Weaving Mills Siding.† | At Moradabad | .... | Re. 0-1-9 per ton in addition to the rate to Moradabad. | Consignments must be invoiced direct to this siding, and the siding charge shown separately on the Invoice. |
| Mugma Old .. | At Mugma | Barakar | Rate on the distance arrived at by adding one mile to the Mugma mileage. | |
| Municipal Siding | Takes off Industrial Area Siding. | Industrial Area Siding | Re. 0-2-7 per ton in addition to the rate to Lucknow. | This siding is an off-shoot of the Industrial Area Siding. Consignments for the Lucknow Municipality and Lucknow Water Works are dealt with at this siding. Coal and Coke consigned to the U. P. Electric Supply Co., Lucknow, may also be booked to this siding. |
| The National Cement Mines and Industries Ltd.'s Khailari Property Siding§. | At McCluskieganj | McCluskieganj | For traffic passing Ray—Rates to McCluskieganj. | |
| The National Cement Mines & Industries Ltd., Ray and Dendu Property Siding. | At Ray .. | Ray | For traffic passing McCluskieganj—Rates to Ray. | |
| The National Iron and Steel Co.'s Siding†. | At Belur | Belur | Re. 0-0-10 per ton in addition to Ray rates. | |
| Neamuthpur Siding | Takes off Luckhipur Branch between Sitarampur and Kulti. | Sitarampur | Re. 0-0-10 per ton in addition to rates to Belur. | |
| Niga | At Kalipahari | Asansol | For traffic passing Sitarampur—Rate on the distance to Kulti. | |
| North Brook Jute Mill Siding | At Bhadreswar Ghat | Bhadreswar Ghat | For traffic passing Kulti—Rate on the distance to Bornachuck. Kalipahari rates are charged. Rate on the distance arrived at by adding 2 miles to the Bhadreswar Ghat mileage. | |

* Open only for Loco. coal for the use of the B. B. & C. I. Ry.

† Coal, Coke and Patent Fuel consigned to firms other than the Mill instance be booked to Moradabad station where delivery will be effected, subsequent booking to the siding being arranged at the special request of the consignee and on collection of a siding charge of Rs. 3-0-0 per 4-wheeled wagon which is subject to 12½ per cent. surcharge (except in the case of soft coke). The siding charge is locally recovered by the staff at Moradabad.

§ Traffic intended for and consigned to the Dewarkhand Cement Co. Ltd. may be booked to this siding.

‡ Open in local and through booking with B. N. & E. B. Rys.

Sidings.

Sidings.

| Names of sidings. | Situation. | Stations which serve the sidings and to which invoices are to be issued except where otherwise specially stated. | Rates and siding charges leviable. | Remarks. |
|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| No. 6 Bridge Siding | At Lillooah | Howrah | For traffic from stations other than Howrah and <i>via</i> —Rates to Howrah. | } Consignments consigned to (i) Messrs. Ram Dass Mahadeo Prasad, Proprietor of Swaika Oil Mill at Lillooah, (ii) Messrs. Swaika Industrial works, Lillooah, (iii) the Vice President, Union Board, Lillooah, (iv) Babu C. C. Kumar, (v) Messrs. Mukherjee & Co., Lillooah, (vi) Messrs. Tulsiram Janakiram, (vii) Mr. Anirudha Bhattacharya, Lillooah, and (viii) Babu Pulin Ch. Pal, (ix) Babu Satish Chandra Banerjee may only be booked to this siding. Invoices must be issued to Howrah (No. 6 Bridge siding, Lillooah) and wagons labelled accordingly. |
| No. 9 Line Up Departure Yard, Ondal. | At Ondal | Ondal | Re. 1-0-0 per 4-wheeled wagon in addition to Ondal rates. | |
| Ondal Lime Works Siding | At Ondal | Ondal | Rate on the distance arrived at by adding 1 mile to Ondal mileage. | |
| Ordinance Siding | At Shahjahanpur | ..... | Rs. 5-0-0 per wagon in addition to rates to Shahjahanpur. | |
| Pakur Quarry Siding† | At Pakur | Pakur | Re. 0-3-5 per ton in addition to Pakur rates. | |
| Palmer's Bridge Drainage Pumping Station Siding. Pandit & Bros., Fireclay Property. Patna Electric Supply Co., Ltd. Siding. | At Sealdah Between Churulia and Gaurangdi. At Patna Jn. | Gaurangdi Patna Jn. | See Calcutta Municipal sidings. Rates as to Gaurangdi. Re. 0-0-10 per ton in addition to rates to Patna Jn. On traffic passing Serampore—Konnagar rate. On traffic passing Konnagar—Serampore rate. Rate to Lucknow plus a siding charge of Re. 0-2-7 per ton. Rate as to Digha Ghat. | This siding takes off Lucknow Industrial Area Siding. |
| Presidency Jute Mill Siding | At Rishra | ..... |  |  |
| P. W. D. Siding | At Lucknow | Industrial Area Siding. | | |
| P. W. D. Siding | On the Digha Ghat Branch. Takes off Rajgan station. | Patna Jn. Rajgan | | |
| Rajgan Stone Co.'s Siding | At Lucknow | Industrial Area Siding. | Rate on the distance arrived at by adding 5 miles to the Rajgan mileage. Re. 0-2-7 per ton in addition to the rate to Lucknow on the invoiced weight of the contents of the vehicle. | This Siding takes off the Industrial Area Siding. The following remark, <i>viz.</i> , "Industrial Area siding for R. & K. Ry. Coal Siding" must be made on the Invoice. |

Sidings.

| | At Gaya | Gaya .. | Rate on the distance arrived at by adding 2 miles to Gaya mileage. |
|------------------------------------------------------|--------------------------------------------------------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ram Chand [†] Ram Nagaram Oil Mills Siding. | At Gaya | .. | 10 pies per ton in addition to Guraru rates. |
| Gaya Sugar Mills Siding | At Guraru | .. | |
| Ramsila Ballast Siding | At Gaya | .. | Rates to Gaya plus a siding charge of Rs. 1-4-0 per 4-wheeled wagon. |
| Raniganj Ghat Siding | At Raniganj | .. | Calculated rates shown in this Tariff |
| Raniganj Siding (Bengal Coal Co.) | At Raniganj | .. | Rate on the distance arrived at by adding one mile to Raniganj mileage when the distance between the despatching colliery station (Ore Junction station) and Raniganj Siding is not shown in this Tariff. |
| Raniganj Pottery Siding | At Raniganj | .. | Rates as to Raniganj apply. |
| Ratna Sugar Mill Siding | At Shahganj | .. | Re. 0-1-9 per ton in addition to rates to Shahganj. Invoices to issue to and from the Siding. |
| Reza Sugar Factory Siding | At Rampur | .. | Rs. 0-0-10 per ton in addition to rates to Rampur. |
| Rishra Siding | At Rishra | .. | On traffic passing Serampore—Konnagar rate. |
| Rishra Railway Siding | Takes off from the Wellington and Hastings Jute Mills. | .. | On traffic passing Konnagar-Serampore rate. |
| Rohtas Sugar Factory Siding | At Dehri-on-Sone | .. | Between the siding and stations Serampore and above—Konnagar rates. |
| Rosa Factory Siding | At Rosa | .. | Between the siding and stations Konnagar and below—Serampore rates. |
| Rosin Factory Siding* | At Clutterbuckganj | .. | Invoices must be issued to Rishra station with the name of the siding clearly mentioned therein and wagons labelled accordingly. |
| Sainthia Oil Mill Siding | At Sainthia | .. | Rate to Dehri-on-Sone plus a siding charge of 10 pies per ton. |
| | | .. | Rates as to Rosa apply. |
| | | .. | Re. 0-8-0 per 4-wheeled wagon placed into the siding. The siding charge is locally recoverable by the staff at Clutterbuckganj. |
| | | .. | 10 pies per ton in addition to Sainthia rates. |

Coal for Plot-holders only can be booked to this siding.

Coal for the Hastings and Wellington Jute Mills only may be booked to this siding. Consignments, which are not consigned to these two Mills and are not booked for the *bona fide* use of these two Mills must not be booked to this siding. Such consignments, if booked, will be sent to Serampore station and delivery given there.

† Open for local booking only.
* Consignment for the Western India Match Factory may also be booked to this siding.

| Names of sidings. | Situation. | Stations which serve the sidings and to which invoices are to be issued except where otherwise specially stated. | Rates and siding charges leviable. | Remarks. |
|---------------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Santa Distillery .. | Between Asansol and Borachuck. | ..... | On traffic from stations above Asansol-Asansol rate. On traffic from Asansol and <i>via</i> and stations below—Sitarampur rate. | Consignments intended for Messrs. Carew & Co. only are dealt with at this siding. Invoices are to be issued direct to the siding. |
| Sellinggarh Siding (N. W. Ry.) | At Delhi .. | Delhi .. | Rates to Delhi plus a siding charge of Rs. 5-0-0 per vehicle. | This siding is open for traffic for the Military Department only. |
| Shalimar Tar Product Siding | Between Jherriah and Pathardihi. | Pathardihi .. | Rates as to Pathardihi. | |
| Seohara Sugar Factory Siding. | At Seohara .. | Seohara .. | Rates to Seohara plus a siding charge of 10 pies per ton. | |
| Sharnagar North Mill Siding. | At Bhadreswar Ghat | Bhadreswar Ghat .. | Rate on the distance arrived at by adding 2 miles to the Bhadreswar Ghat mileage. | |
| Shale Assisted Siding .. | Between Rajhara and Dalonganj. | ..... | See Martin & Co.'s Shale Assisted Siding. | |
| Shamdh (Assisted) Siding | Between Sitarampur and Rupnarainpur. | Sitarampur .. | For traffic from Sitarampur and stations below and stations on Grand Chord and Moghalsara and beyond—Rupnarainpur rate. For traffic from Rupnarainpur and all stations beyond Rupnarainpur on the Main Line below Moghalsara—Sitarampur rate. | |
| Simbhaoli Sugar Factory Siding. | At Simbhaoli .. | Simbhaoli .. | Rate to Simbhaoli plus a siding charge of 10 pies per ton. | |
| Silica Quarry Siding .. | Takes off Monghyr .. | ..... | See Burn & Co.'s Silica Quarry Siding | |

| Sitapur City Thompsonganj | ..... | ..... | Same rates as to Sitapur City. No siding charge to be levied in addition. | Traffic must be invoiced to Sitapur City Thompsonganj. |
|--------------------------------------------------------------------|----------------------------------|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Sitapur Oil Mills | At Sitapur | Sitapur | Rates on the distance arrived at by adding one mile to the Sitapur mileage. | Traffic intended for the Oil Mills of Messrs. Nope Chand Magni Ram and Lachmi Narayan Kedarnath is dealt with at this siding. |
| South Behar Sugar Mills Siding. | At Bihta | Bihta | Re. 0-0-10 per ton in addition to rates to Bihta. | |
| Sri Gangaji Cotton Mills Siding. | Between Mirzapur and Bindhachal. | ..... | Rs. 2-0-0 per wagon over and above the rates to Mirzapur. | |
| Sri Ram Mahadeo Prasad Ginning and Flour Mills siding. | At Cawnpore Central Goods Shed. | Cawnpore Central Goods Shed. | Re. 0-2-3 per ton over and above the rates to Cawnpore Central Goods Shed except in the case of traffic from M. G. Rvs. (B. & N. W. and B. B. & C. I.) via Cawnpore Central Goods Shed in which case the siding charge leviable is 4 pies per maund. | |
| Standard oil, Burma oil and Asiatic Petroleum Co.'s Depots Siding. | At Jherriah | Jherriah | Coal, Coke and Patent Fuel carried over the E. I. Ry. 350 miles and over to Sri Ram Mahadeo Prasad Ginning and Flour Mills Siding are chargeable at the same rates as to Cawnpore Central Goods Shed. Jherriah rates are charged. | |
| Standard Oil Co.'s Siding | At Cawnpore Central Goods Shed. | Cawnpore Central Goods Shed. | See under "Industrial Area Sidings." | |
| Sugar Works Siding | At Lucknow | Industrial Area Siding | Rates to Lucknow plus a siding charge of Re. 0-2-7 per ton. | Consignments intended for Lucknow Sugar Works, Ltd. only are dealt with. |
| Sultanganj Distillery Siding | At Sultanganj | Sultanganj | Rates as to Sultanganj | Sidings. |
| Supply and Transport Siding | At Allahabad | Allahabad | Rs. 2-0-0 per wagon over and above the rates to Allahabad station. | |

| Names of sidings. | Situation. | Stations which serve the sidings and to which invoices are to be issued except where otherwise specially stated. | Rates and siding charges leviable. | Remarks. |
|-------------------------------------------|-------------------------------|------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| T. N. Banerjee & Co.'s Brickfield Siding. | At Sultanganj Ghat .. | Sultanganj .. | Re. 0-1-9 per ton in addition to rates to Sultanganj. | |
| Troop Siding .. | At Cawnpore .. | .... | See Cawnpore Troop Siding. | |
| Tribeni Deshi Sugar Works Siding. | At Naini .. | Naini .. | Re. 0-0-10 per ton in addition to rates to Naini (in the case of traffic from E. I. Ry. stations and <i>via</i> , other than <i>via</i> Naini) and Rs. 2-8-0 per wagon over the siding in addition to rates over the Foreign Railway (in the case of traffic from G. I. P. Ry. stations and <i>via</i> , <i>via</i> Naini). | |
| Sri Krishna Das Sugar Mill Siding. | At Unao Mills .. | Unao Mills .. | Rate to Unao Mills plus a siding charge of 10 pies per ton. | |
| Utraitia Race Course Siding | Between Utraitia and Lucknow. | Utraitia .. | Rates to Lucknow plus a siding charge of Rs. 5 per 4-wheeled wagon. | |
| Victoria Jute Mill Siding .. | At Bhadreswar Ghat .. | Bhadreswar Ghat .. | Rate on the distance arrived at by adding two miles to the Bhadreswar Ghat mileage. | Traffic consigned to (i) The Military Grass Farm, Lucknow and (ii) The Secretary, Race Course, Lucknow, is dealt with at this siding. Freight charges including the siding charges leviable on all consignments booked to "Utraitia Race Course Siding" for the Secretary, Race Course, Lucknow, must be prepaid. Such consignments must on no account be booked under "To Pay" invoices. Unloading must be done by Consignees. |

CHAPTER III.

Demurrage and Wharfage Rules

1. Payment of Demurrage or Wharfage.—Demurrage or wharfage, which may have accrued on consignments, must be paid when delivery is given, otherwise delivery will be withheld.

2. Minimum Charges.—No charge for wharfage for less than one day can be made. No charge will be made for demurrage for less than one hour. This rule does not include charge due under Section 5.

3. (i) Sundays, Christmas Day and Good Friday are to be omitted in charging demurrage or wharfage, except in the case of coal wagons supplied for loading at Colliery Sidings or at stations. Should any Colliery fail to load wagons, supplied on the day previous to, or on Sunday, Christmas Day, or Good Friday, within the free time allowed under Section 5 below, demurrage for Sunday, Christmas Day or Good Friday must be charged.

(ii) Days declared “Non-weather working days” by the Bengal Chamber of Commerce, Calcutta, are also to be omitted in charging demurrage on Coal wagons not unloaded within the free time at the following stations, *viz.*, at Howrah, Howrah Punjab Line, Salkia, Ramkistopore, Shalimar Coal Yard (Calcutta Port Commissioners’ Railway), Calcutta (Sealdah), Chitpur, Ultadanga, Cossipore Road (EBR), Kidderpore Docks and Messrs. Mackinnon Mackenzie & Co.’s Garden Reach Coal Depot.

4. Fraction of Annas.—In charging demurrage or wharfage, if the total charge includes a fraction of an anna of 6 pies or more it is taken as one anna; and if the fraction is less than 6 pies, it is omitted.

5. Demurrage on Coal Wagons (except at Shalimar Coal Yard).—Demurrage at the rate of 8 pies per ton of the carrying capacity per hour will be charged on all wagons that are not loaded or unloaded, whether the consignment is complete or not, within the free time allowed as shown below:—

(i) In the case of wagons placed in position for loading not later than 7 a. m., the free time for loading shall be 10 hours, from the time of placing in position after 6 a. m.

(ii) In the case of wagons placed in position for loading later than 7 a. m., the free time will be extended to 20 hours.

(iii) The free time allowed for unloading Coal, Coke and Patent Fuel at all stations and sidings on the East Indian Railway will be 10 hours of day light, *i. e.*, between 6 a. m., and 6 p. m., but no charge will be levied on wagons available for removal by a pilot calling at a station or siding on the date following that on which they were placed. If the wagons are not ready for removal by the first pilot calling at the station or siding after the free period of 10 hours of day light has elapsed, demurrage will be charged from the time of the departure of the pilot on the day on which the wagons should have been removed up to the time of arrival of the pilot on the day on which the wagons are actually available for removal.

Illustration.—Wagons placed for unloading Coal, Coke and Patent Fuel at 12 hours on Monday will be free of demurrage, if unloaded and available for removal by the pilot at or after 10 a. m. on Tuesday.

If not ready for removal on Tuesday, demurrage will be charged from the time of the departure of the Tuesday pilot up to the time of the arrival of the pilot on Wednesday.

Demurrage and Wharfage Rules.

- (a) The time of arrival and departure of pilot should be noted in the Vehicle Register.
- (b) If a wagon be detained for reloading with merchandise traffic the Demurrage rules as laid down for loading this traffic in wagons will apply.
- (c) A work train working sidings will be considered as a pilot in the meaning of the above rule.

For free time for charging demurrage in case of wagons repositioned, see paragraph 64 at page 59.

6. In calculating wagon demurrage, each wagon shall be treated separately.

(a) In calculating demurrage on wagons, fractions of an hour less than 30 minutes are ignored and those of 30 minutes and above taken as an hour. Fractions of a ton of carrying capacity must be omitted.

(b) If wagons are unloaded within the free time, but the Coal is not removed from the East Indian Railway premises, wharfage at the weight rate quoted in Sections 8, 9 and 10 below per wagon load or part thereof will commence to accrue 48 hours and 24 hours respectively after midnight of the day, on which the wagon or wagons completing the consignment were unloaded.

(c) But if the wagons are *not* unloaded within the free time allowed, demurrage at the wagon rate will be chargeable on such wagons, whether the consignment is complete or not, for such time as the Coal may remain in the wagon beyond the free time allowed.

(d) In the case of Coal unloaded from wagons on which wagon demurrage has already accrued, wharfage will be charged in addition at the weight rate under Sections 8, 9 & 10 below, 48 hours and 24 hours respectively after midnight of the day on which the wagon or wagons completing the consignment were unloaded. Demurrage and wharfage cannot accrue at the same time except when the unloading of a portion of a complete consignment is delayed, and in addition the removal of the consignment from the East Indian Railway premises is not completed within 48 hours from the time of unloading.

7. Demurrage rules and rates at Shalimar Coal Yard.—The following demurrage rules and rates operate at Shalimar (Calcutta Port Commissioners' Railway):—

(a) (i) The free time allowed for loading and unloading wagons is 6 hours of daylight (*i. e.*, from 7 a. m. to 6 p. m.) from the time of placing the wagon in position.

(ii) Wagons detained in excess of this free time incur demurrage charge at the rate of 4 pies per ton or part of a ton of carrying capacity per hour or part of an hour.

(iii) Wagons supplied for loading but not loaded also incur this demurrage charge, which is levied without any allowance of free time as from the time of placing until the time when notice of cancellation is received from the party.

(b) The free time allowed for unloading Coal, Coke and Patent Fuel booked to the Storekeeper, Calcutta Port Commissioners at Shalimar (Calcutta Port Commissioners' Railway) is 10 hours of day light from the time of placement of the wagon in position. Wagons detained in excess of this free time incur demurrage at the rate of 8 pies per ton or part of a ton of carrying capacity per hour or part of an hour.

Demurrage and Wharfage Rules.

In calculating demurrage charges, fractions of a ton and fractions of an hour are dealt with as notified in clause (c) below.

(c) In calculating demurrage charges on fractions of a ton and fractions of an hour, the following procedure is observed:—

- (i) Fractions of a ton less than half are ignored, while half ton and over is taken as one ton.
- (ii) Fractions of an hour less than 30 minutes are dropped, while 30 minutes and over are counted as an hour.

8. Wharfage at Stations other than Howrah and Burdwan on Coal consignments.—At all stations except Howrah and Burdwan, all Coal consignments left on the East Indian Railway premises above 48 hours after midnight of the day on which it was unloaded at destination, either for the convenience, or by the desire, or neglect of the consignor or consignee, will be subject to a demurrage or wharfage charge at the rate of 2 annas 3 pies per ton or part of a ton per day or part thereof. Wharfage on Coal unloaded on Saturdays or Sundays begins to accrue after midnight of Tuesday when the 48 hours free time ceases.

9. Wharfage at Howrah.—At Howrah wharfage is charged as follows, counting from midnight of the day on which the Coal becomes available for delivery:—

| | |
|---------------------------------------------------------------------------|------------------------|
| For the first 24 hours | No charge. |
| For the next 24 hours or part thereof after the above time | 13 as. 7 pies per ton. |
| For each subsequent 24 hours or part thereof after the above time | Rs. 1-11-3 per ton. |

10. Wharfage at Burdwan.—All consignments of Coal, Coke and Patent Fuel unloaded at Burdwan but not removed from the Railway premises within 24 hours from midnight of the day on which the wagon or wagons were unloaded, are subject to a wharfage charge at the rate of 2 annas 3 pies per ton or part of a ton per day or part of a day. Wharfage on Coal unloaded on Saturday or Sunday begins to accrue after midnight of Monday when the 24 hours free time ceases.

11. Wharfage at Saharanpur.—All consignments of Coal, Coke and Patent Fuel unloaded at Saharanpur but not removed from the Railway premises within 24 hours from midnight of the day on which the wagon or wagons were unloaded are subject to a wharfage charge at the rate of 6 annas 10 pies per ton or part of a ton for each 24 hours or part thereof.

12. Wharfage at Out-Agencies.—Wharfage at Out-Agencies will be charged as at East Indian Railway stations other than Howrah—*See Section 8 above.*

13. Wharfage and Demurrage charges at Delhi, Subzimundi and Ghazabad.—The North Western Railway rules and rates apply.

14. Wharfage and Demurrage charges at Belanganj.—The Great Indian Peninsula Railway rules and rates apply.

15. Wharfage and Demurrage charges at Agra Cantt.—The Great Indian Peninsula Railway rules and rates apply.

16. Wharfage and Demurrage charges at Docks.—The Calcutta Port Commissioner's Railway rules as regards demurrage and wharfage appearing under paragraph 4 at pages 129-130 of EI Goods Pamphlet Part I (No. 5) apply on traffic to and from Kidderpore Docks and stations subsidiary thereof.

CHAPTER IV.

List of Coal Sidings.

The following is a list of the Coal Sidings on the East Indian Railway showing stations from which charge is made, also stations at which traffic is invoiced:—

| Names of sidings. | Situation. | Rates chargeable. | | Station at which traffic is invoiced. | |
|-------------------------------|----------------------------------|---------------------|-----------------------------------------|---------------------------------------|------------|
| | | ¶ Upwards. | ¶ Downwards. | Upwards. | Downwards. |
| Ondal Siding .. | Main Line. At Ondal .. | Calculated rates .. | (116 miles from Howrah.) Raniganj .. | Ondal .. | Ondal. |
| Madanpur .. | Between Ondal and Raniganj | Ondal .. | (122 miles from Howrah.) Raniganj .. | Do. .. | Do. |
| Raniganj Siding .. | At Raniganj .. | Calculated rates .. | Raniganj Ghat .. | Do. .. | Do. |
| Raniganj Ghat .. | Ditto .. | Raniganj Ghat .. | Raniganj .. | Do. .. | Do. |
| Lalkoti .. | Ditto .. | Raniganj .. | Toposi .. | Do. .. | Do. |
| Searsole No. 1 .. | Between Raniganj and Kalipahari. | Do. | Do. ¶ .. | Do. .. | Do. |
| Do. No. 2 .. | | | Singaran .. | Do. .. | Do. |
| Nimcha South † .. | | | Do. .. | Do. .. | Do. |
| North Nimcha † .. | | | Do. .. | Do. .. | Do. |
| Ranikurnar Assisted Siding .. | | | Do. .. | Do. .. | Do. |
| East Nimcha † .. | | | Do. .. | Do. .. | Do. |
| Jamehari .. | | | Do. .. | Do. .. | Do. |
| Chelode .. | | | Ikrah .. | Do. .. | Do. |
| Jotimatook .. | Ditto .. | Do. | Kalipahari .. | Asansol .. | Asansol. |
| Ratibati .. | Ditto .. | Do. | Do. .. | Ondal .. | Ondal. |
| Chapui Khas §§ .. | Ditto .. | Do. | Do. .. | Do. .. | Do. |
| Chalbalpur §§ .. | Ditto .. | Do. | Do. .. | Do. .. | Do. |
| Damra .. | Ditto | Do. | Ikrah .. | Do. .. | Do. |
| Khas Sathgram † .. | | | Do. .. | Asansol .. | Asansol. |
| Benalee † .. | | | Do. .. | Ondal .. | Ondal. |
| Kuardih .. | | | Do. .. | Do. .. | Do. |
| East Kuardih .. | | | Do. .. | Do. .. | Do. |
| Nooniah .. | | | Do. .. | Do. .. | Do. |
| East Ghosick .. | | | Do. .. | Asansol .. | Asansol. |
| Ghosick No. 1 .. | | | Do. .. | Ondal .. | Ondal. |
| Do. No. 1 Extension .. | | | Do. .. | Do. .. | Do. |
| West Ghosick .. | | | Do. .. | Do. .. | Do. |

List of Coal Sidings.

| Niga | At Kalipahari | Kalipahari | Kalipahari | Kalipahari | Ondal | Ondal. |
|--------------------------|---------------|---------------------------------|---------------------------------------------------------------------------------|-----------------------------|-----------|----------|
| Kalipahari | .. | .. | .. | .. | Asansol | Asansol. |
| Kisensungunge East (a) | .. | Between Kalipahari and Asansol. | Do. | .. | Ondal | Ondal. |
| G. M. Baanch Buffer end | .. | Ditto | Raniganj | .. | Asansol § | Asansol. |
| Ghoosick No. 2 | .. | Ditto | Kalipahari | .. | Do. | Do. |
| Do. No. 3 | .. | Ditto | Do. | .. | Do. | Do. |
| Do. No. 4 | .. | Ditto | Do. | .. | Do. | Do. |
| Do. No. 5 (c) | .. | Ditto | Do. | .. | Do. | Do. |
| Dhadka | .. | At Asansol | Calculated rates | .. (134 miles from Howrah.) | Do. | Do. |
| Asansol old station (b) | .. | .. | Asansol | .. | Asansol | Asansol. |
| Dhadka Workshop Siding†† | .. | .. | The rates chargeable should be arrived at by adding 3 miles to Asansol mileage. | .. | Asansol | Asansol. |

§ Traffic to B. N. Ry. stations and beyond *via* Asansol should be charged at rates as from Kalipahari. * Takes off down avoiding line.
 || For traffic to stations on the Ondal Sainthia Branch and to stations between Bonpas and Bhagalpur, both inclusive, Downwards rate should be charged.

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch but to the direction of traffic on the Main Line.
 † Takes off Jotmatook siding.

‡ Coal, Coke and Patent Fuel for the Public, despatched from these sidings to Howrah, Calcutta (Sealdah) and *via* Cossipore Road (E. B.), Chitpur and *via*, Ultadanga and Kiderpore Docks are charged at the rate of Rs. 3-5-6 per ton (including terminal charge at the receiving end). In the case of traffic to *via* Howrah (for H. A. and H. S. L. Rys.) the receiving end terminal charge of Re. 0-4-6 per ton must be deducted from this rate. Any siding charge or tollage due must be levied in addition. A surcharge of 12½ per cent of the total freight charges (inclusive of terminals, siding or any other extra charge due) subject to the maximum of Re. 1-0-0 per ton, is leviable in addition (except on soft coke).

(a) Coal, Coke and Patent Fuel despatched from this Siding to Howrah, Calcutta (Sealdah) and *via*, Cossipore Road (E. B.), Chitpur and *via*, Ultadanga and Kiderpore Docks are charged at the rate of Rs. 3-8-6 per ton (including terminal charge at the receiving end). In the case of traffic to *via* Howrah (for H. A. and H. S. L. Rys.) the receiving end terminal charge of Re. 0-4-6 per ton must be deducted from this rate. Any siding charge due must be levied in addition. A surcharge of 12½ per cent of the total freight charges (inclusive of terminals, siding or any other extra charges due) subject to the maximum of Re. 1-0-0 per ton, is leviable in addition (except on soft coke).

(b) Traffic to B. N. Ry. stations and beyond *via* Asansol is chargeable at rates as from Dhadka. In the case of despatches to stations on the G. I. P. or B. B. & C. I. Rys. and beyond, for which the route *via* Asansol and Nagpur is the cheapest, rates should be charged as from Dhadka.

(c) Coal, Coke and Patent Fuel despatched from this siding to Howrah, Calcutta (Sealdah) and *via*, Cossipore Road (E. B.), Chitpur and *via*, Ultadanga and Kiderpore Docks, are charged at the rate of Rs. 3-10-6 per ton (including terminal charge at the receiving end). In the case of traffic to *via* Howrah (for H. A. and H. S. L. Rys.) the receiving end terminal charge of Re. 0-4-6 per ton must be deducted from this rate. Any siding or other charge due must be levied as usual. A surcharge of 12½ per cent of the total freight charges (inclusive of terminals, siding or any other extra charges due) subject to the maximum of Re. 1-0-0 per ton, is leviable in addition (except on soft coke).

†† Coal consigned by the New Beerbhoom Coal Company can only be booked from this siding.

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | | | Stations at which traffic is invoiced. | |
|----------------------------------|-----------------------------------------------------------|-------------------|------------|-----------------------------|-------------------------------|----------------------------------------|----------------|
| | | ¶ Upwards. | | ¶ Downwards. | | Upwards. | Downwards. |
| | | A | B | In the direction of Howrah. | In the direction of Sainthia. | | |
| Main Line.—(Contd.) | | | | | | | |
| Borchuck No. 1 † | Between Asansol and Sitarampur. | Asansol | Asansol | Sitarampur | Sitarampur | Asansol | Asansol. |
| Do. No. 2 † | Ditto | Do. | Do. | Do. | Do. | Sitarampur | Sitarampur. |
| Belrui | } At Sitarampur | Sitarampur | Sitarampur | Do. | Do. | Do. | Do. |
| Sitarampur East Cabin Dead End. | | | | | | | |
| Pure Dishergarh Assisted Siding. | Near Sitarampur East Cabin Dead End siding. | Do. | Do. | Do. | Do. | Do. | Do. |
| Sebanpur † | Between Sitarampur and Rupnarainpur. | Asansol | Do. | Kulti | Kulti | Do. | Do. |
| Dendwa † | Ditto | Do. | Do. | Barakar | Barakar | Do. | Do. |
| Damaguria Siding † | Ditto | Kalipahari | Do. | Mugma | Mugma | Do. | Do. |
| Karnatar Goods Shed Siding. | At Karnatar | Karnatar | Karnatar | Karnatar | Karnatar | Do. | Do. |
| Jainti Siding | At Moduncutta | Calculated | rates | 175 miles from Howrah. | .... | Giridih | Giridih. |
| Narsamuda Branch. | | | | | | | |
| Santa † | Between Asansol and Sitarampur. | Asansol | Asansol | Sitarampur | Sitarampur | Sitarampur | Sitarampur. |
| Burnco Siding † (a) | Ditto | Do. | Do. | Do. | Do. | Burnco Siding | Burnco Siding. |
| Sodepur No. 8 pit Siding † | Sodepur Branch. Between Asansol and Sitarampur. | Asansol | Asansol | Gaurangdi | Gaurangdi | Asansol | Asansol. |

•

•

24

Barai and

and be
rates
in ap

nel bo
charg
via Ho
from
maxim

Median

Indian
should

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|--------------------|----------------------|-------------------|------------------|----------------------------------------|---------------|
| | | Upwards. ¶ | | Downwards. ¶ | Upwards. |
| | | A | B | | |
| Salanpur .. | Salanpur Branch. (a) | | | | |
| | Salanpur Branch .. | Kalipahari .. | Asansol .. | Mugma .. | |
| Salanpur Loop † .. | Ditto | | | | |
| Bonjumeri † .. | | Asansol .. | Sitarampur .. | Barakar .. | Sitarampur .. |
| Shamdih (a) .. | Ditto | Calculated | rates (145 miles | from Howrah). | |

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch, but to the direction of traffic on the Main Line.
A—See note on page 89. B—For other Upwards traffic.

† In calculating rates from this siding to Great Indian Peninsula Railway or Bombay, Baroda and Central India Railway stations and beyond, for which the *via* Asansol and Nagpur route is the cheapest, the chargeable point must be taken as for Downwards as per column 5. Whenever rates calculated in this manner are applied *via* Naini, the distance from the upward chargeable point as per column 3 should be taken into consideration in apportioning charges *via* Naini.

(a) Coal, Coke and Patent Fuel despatched from the Lowhat Wharf on the Salanpur Branch are charged at the same rates as from Shamdih both in the Upward and in the Downward directions. Traffic is invoiced at Sitarampur as in the case of despatches from Shamdih Siding.

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | | | Stations at which traffic is invoiced. | |
|------------------------|--------------------------------|-------------------|-----------------------------|-------------------------------|----------|----------------------------------------|----|
| | | Upwards. ¶ | Downwards. ¶ | | Upwards. | Downwards. | |
| | | | In the direction of Howrah. | In the direction of Sainthia. | | | |
| | Ondal Sainthia Chord. | | | | | | |
| Harishpur * | Between Ondal and Ukhra | Ukhra | .. | Raniganj | .. | Ondal † | .. |
| Harishpur Extension * | On the Ondal-Sainthia Chord | Do. | .. | Do. | .. | Do. † | .. |
| Bankola Siding No. 1 § | } On the Ondal Sainthia Chord. | Pandaveswar | .. | Chara | .. | Ukhra ‡ | .. |
| Ditto No. 2 § | | | | | | | |
| Parascole * | Ditto | Ukhra | .. | Raniganj | .. | Ondal † | .. |
| Parascole West * | Ditto | Ukhra | .. | Raniganj | .. | Ondal † | .. |
| Kajora No. 1 * | } On the Ondal Sainthia Chord. | Ukhra | .. | Raniganj | .. | Ondal † | .. |
| Do. No. 2 * | | Do. | .. | Do. | .. | Do. † | .. |
| Khas Kajora * | | Do. | .. | Do. | .. | Do. † | .. |
| Central Kajora * | | Do. | .. | Do. | .. | Do. † | .. |
| Roy Dutt Kajora * | | Do. | .. | Do. | .. | Do. † | .. |
| Kumardih § | Ditto | Pandaveswar | .. | Chara | .. | Ukhra ‡ | .. |
| Nodhia * | Ditto | Ukhra | .. | Raniganj | .. | Ondal † | .. |
| Nodhia Extension * | Ditto | Do. | .. | Do. | .. | Do. † | .. |

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch, but to the direction of traffic on the Main Line.

† For traffic from these sidings to stations Bolpur to Akbaragar, both inclusive, downward rates as shown in this column must be charged.

‡ For traffic from these sidings to stations Bhedia to Sultangunge, both inclusive, downward rates as shown in this column must be charged.

§ For traffic from these sidings to stations Dainhat to Barharwa (including stations on Nalhati-Azinganj Branch), rates applicable to downward traffic in the direction of Sainthia are chargeable.

¶ For traffic from these sidings to stations Patuli to Barharwa (including stations on Nalhati-Azinganj Branch), rates applicable to downward traffic in the direction of Sainthia are chargeable.

List of Coal Sidings:

| Names of sidings. | Situation. | Rates chargeable. | | | Stations at which traffic is invoiced. | |
|---------------------|--------------------------------------------------|-------------------|-----------------------------|-------------------------------|----------------------------------------|------------|
| | | Upwards. ₹ | Downwards. ₹ | | Upwards. | Downwards. |
| | | | In the direction of Howrah. | In the direction of Sainthia. | | |
| | * Ondal Sainthia Chord.— (Contd.) | | | | | |
| Purosotompur § | On the Ondal Sainthia Chord | Pandaveswar | .. | Ukhra ‡ | | |
| Sunkerpur § | Ditto | Ukhra | .. | Ondal ‡ | | |
| Khas Jambad * | Ditto | Do. | .. | Do. ‡ | | |
| Jote Dhemo § | Ditto | Pandaveswar | .. | Do. ‡ | | |
| Siduli South * | Ditto | Ukhra | .. | Do. ‡ | | |
| Sitalpur * | | | | | | |
| Central Jambad * | On the Ondal Sainthia Chord. | Do. | .. | Do. ‡ | | |
| Jambad Kajora * | | | | | | |
| Samla No. 1 § | | | | | | |
| Do. No. 2 § | On Samla Kendra Branch | Panchra | .. | Ukhra ‡ | Ondal | Ondal. |
| Do. No. 3 § | | | | | | |
| Pandaveswar | On the Ondal Sainthia Chord | Calculated rates | (129 miles from Howrah). | | | |
| South Samla No. 2 § | At Pandaveswar | Samla No. 4 (a) | .. | Ukhra ‡ | | |
| Samla No. 5 § | On the Ondal Sainthia Chord | Panchra | .. | Samla No. 4 (a) | | |
| Darulah | Off South Samla No. 2 Siding. | Darulah | .. | Darulah | | |
| Samla No. 6 § | | | | | | |

List of Coal Sidings.

| Do. No. 4 .. | At Pandaveswar .. | Calculated rates on the mileages from Pandaveswar station plus one mile. | on the mileages from Pandaveswar station plus one mile. | |
|---------------------|---------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------|--------|
| South Samla No. 1 § | Off South Samla No. 2 .. | Samla No. 4 (a) | Ukhra † | .. |
| | Kasta Branch. | | | |
| Kasta Branch .. | Takes off Ondal Sainthia Chord. | Palasthali .. | Palasthali | Ondal. |
| Palasthali Loop .. | | | | |
| Kasta .. | On Kasta Branch | Do. | Do. | Do. |
| Sultanpur .. | | | | |
| Poriarpur .. | | | | |
| Aurang .. | | | | |
| Jorekuri .. | | | | |
| Korabad East .. | Ditto | Do. | Do. | Do. |
| Do. West .. | | | | |

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch, but to the direction of traffic on the Main Line.

† For traffic from these sidings to stations Bolpur to Akbaragar both inclusive, downward rates as shown in this column must be charged.

‡ For traffic from these sidings to stations Bhedra to Sultangunge, both inclusive, downward rates as shown in this column must be charged.

(a) The distance for charge from Samla No. 4 to stations on the East Indian Railway and *via* should be arrived at by adding 1 mile to the distance from Pandaveswar.

* For traffic from these sidings to stations Dainhat to Barharwa (including stations on Nalhati-Azinganj Branch), rates applicable to downward traffic in the direction of Sainthia are chargeable.

§ For traffic from these sidings to stations Patuli to Barharwa (including stations on Nalhati-Azinganj Branch), rates applicable to downward traffic in the direction of Sainthia are chargeable.

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|-----------------------------|----------------------------|-------------------|--------------------------|----------------------------------------|------------|
| | | Upwards. ₹ | Downwards. ₹ | Upwards. | Downwards. |
| Ondal Loop. | | | | | |
| Babool No. 2 .. | Between Ondal and Toposi | Ondal * | Raniganj | | |
| Do. No. 3 .. | | | | | |
| Madhabpur .. | | | | | |
| Sonachora .. | Ditto | Do. * .. | Toposi .. | | |
| Bessorah .. | | At Toposi .. | Singaran | | |
| Singaran No. 8 Pit (a) † | | | | | |
| Shew Karan (a) † | Singaran Branch | Do. .. | Do. .. | | |
| Banerjee Santan's | | At Toposi .. | Do. .. | Ondal .. | Ondal. |
| Janaki. I (a) † | | | | | |
| Fulchand (a) † .. | | | | | |
| Banara † | At Toposi .. | Do. .. | Do. .. | | |
| Toposi | | Toposi .. | Toposi .. | | |
| Do. Assisted Siding † | | Do. .. | Singaran | | |
| East Nandi No. 1 | Between Toposi and Ikrah | Toposi * | Singaran | | |
| Do. No. 2 | | Gaurangdi | Gaurangdi | | |
| Garh Dhemo .. | | | | | |
| Churulia | At Churulia .. | Churulia | Churulia | Ondal .. | Ondal. |
| Do. No. 2.. | | Do. .. | Do. .. | | |
| | | | | | |
| Mungulpur Chara Branch. (b) | | | | | |
| Chara No. 2 (b) §§ | Between Ondal and Toposi | Calculated rates | (125 miles from Howrah). | | |
| Parasia (b) † .. | On Mungulpur Chara Branch. | Chara .. | Chara .. | Ondal .. | Ondal. |
| Bowla (b) † | | | | | |
| Khas Kendra (b) † | | | | | |
| Kendra (b) † | | | | | |
| Chora Khas (b) .. | | | | | |
| Gaighatta (b) .. | Ditto | Chara § | Ikrah .. | | |

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|--------------------|------------------------------|-------------------|--------------|----------------------------------------|--------------------|
| | | Upwards. † | Downwards. ‡ | Upwards. | Downwards. |
| Ponisti Barabani | Toposi-Barabani Chord. | | | | |
| Rosundanga .. | Between Toposi and Barabani. | Jamuria † | Barabani | Sitarampur .. | Ondal. |
| | On Toposi-Barabani Chord | Ikrah § .. | Jamuria | Rosundanga Siding | Rosundanga Siding. |
| Achalpore No. 3 | } On Toposi-Barabani Chord | Jamuria † | Jamuria | | |
| Mondalpur .. | | | | | |
| Bansimulla No. 3 | | Jamuria † | Barabani | | |
| Sripur No. 1 .. | | Do. | Do. | | |
| Girimint No. 1 .. | Ditto | Do. | Do. | | |
| Do. No. 2 .. | Ditto | Do. | Do. | | |
| Adjai Second .. | Ditto | Do. | Do. | | |
| Bejadipur .. | Ditto | Do. | Do. | Sitarampur .. | Ondal. |
| Ponista No. 1 .. | Ditto | Do. | Do. | | |
| Bonbistupur .. | Ditto | Toposi † | Do. | | |
| Rana .. | Ditto | Jamuria † | Barabani | | |
| Burrakar Charanpur | Ditto | Do. † | Do. | | |
| Sripur No. 2 .. | Ditto | Ikrah † | Do. | | |

List of Coal Sidings.

| | Barabani Loop. | | | | | |
|-----------------------|-----------------------------------|----|-----------|----------|----|------------|
| Ikrāh Loop | At Ikrāh | .. | .. | Ikrāh | .. | |
| Damoodarpur | | .. | .. | | .. | |
| Do. Extension | | .. | .. | | .. | |
| Rajpur (Nandi) | Between Ikrāh and Jamuria | | Do.† | Jamuria | .. | |
| Adjai Valley | | .. | | | .. | |
| Adjai No. 2 | | .. | | | .. | |
| New Nundi | | .. | | | .. | |
| Jamuria | | .. | | | .. | |
| Pretoria No. 1 | At Jamuria | .. | Jamuria † | Jamuria | .. | Sitarampur |
| Do. No. 2 * | | .. | | | .. | |
| Do. No. 3 | | .. | | | .. | |
| Bankimula No. 1 | Between Jamuria and Barabani. | | Ikrāh † | Churulia | .. | |
| Do. No. 4 | | .. | | | .. | |
| Do. No. 2 | Ditto | .. | Do. | Barabani | .. | |
| Do. No. 2-A | Ditto | .. | Jamuria † | Do. | .. | |
| Do. Nos. 7 and 8 pits | Taking off Toposi Barabani Chord. | .. | Do. | Do. | .. | |

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the branch but to the direction of traffic on the Main Line. Takes off Katras Jheriah No. 4 siding.

† Traffic to Bengal Nagpur Railway stations and beyond *via* Asansol should be charged at rates applicable to "Upwards" traffic as per column 3. Such traffic is, however, invoiced at Ondal.

Note.—Traffic for stations on the Ondal-Sainthia Branch and between Bhagalpur and Bonpas both inclusive downward rates should be charged from all the sidings named on pages 98 and 99 of this Tariff. For stations above Bhagalpur on the Loop Line upward rates should be applied.

§ Traffic to Bengal Nagpur Railway stations and beyond *via* Asansol are charged at rates as from Ikrāh.

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|------------------------------|----------------------------------|-------------------|-------------------|----------------------------------------|-------------------------|
| | | Upwards. † | Downwards. ‡ | Upwards. | Downwards. |
| Barabani Loop.—(Contd.) | | | | | |
| Katras Jherriah No. 1 (a) .. | Between Jamuria and Barabani. | Jamuria † | Asansol .. | .. | .. |
| Do. No. 4 .. | | | | | |
| Faridpur .. | Ditto | Do. | Do. .. | .. | .. |
| Charanpur Old No. 1 .. | | | | | |
| Charanpur No. 3 .. | At Barabani .. | Barabani † | Barabani .. | .. | Sitarampur .. Ondal. |
| S. E. Barabani No. 1 .. | | | | | |
| Do. No. 2 .. | | | | | |
| Rampur .. | Ditto | Barabani † | Sitarampur (c) .. | .. | .. |
| Joyramdanga No. 1 § .. | Between Barabani and Sitarampur. | Do. | Do. (c) .. | .. | .. |
| Do. No. 2 § .. | | | | | |
| Central Nowpara .. | | | | | |

Joyramdanga No. 4

Chota Nuni

Chinchuria

Kanyapur No. 1

Sudi

Ramjibpur

Between Barabani and Sitarampur.

Ditto

Ditto

Between Chinchuria and Sitarampur.

Sitarampur (a)

Asansol (b)

Gaurangdi

Do.

Sitarampur

Ondal.

(a) Coal, Coke and Patent Fuel despatched from this siding to Howrah, Calcutta (Sealdah) and *via*, Cossipore Road (E. B.), Chitpur and *via*, Ultadanga and Kidderpore Docks are charged at the rate of Rs. 3-8-6 per ton (including terminal charge at the receiving end). In the case of traffic to *via* Howrah (for Howrah Amta and Howrah Sheakhala Light Railways) the receiving end terminal charge of Re. 0-4-6 per ton must be deducted from this rate. Any siding or tollage due must be levied in addition. A surcharge of 12½ per cent of the total freight charges is leviable as in addition.

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch, but to the direction of traffic on the Main Line.

(a) Traffic for stations on the Ondal-Sainthia Branch and between Bhagalpur and Bonpas both inclusive rate should be charged as from Barabani.

(b) Traffic for stations on the Bengal Nagpur Railway and beyond, *via* Asansol, also traffic for stations on the Great Indian Peninsula Railway or Bombay Baroda and Central India Railway and beyond for which *via* Asansol and Nagpur route is the cheapest, should be charged as from Barabani and traffic for stations on the Ondal-Sainthia Branch and between Bhagalpur and Bonpas both inclusive should be charged as from Gaurangdi.

(c) Traffic for stations on the Ondal Sainthia Branch and between Bhagalpur and Bonpas both inclusive, rate should be charged as from Sitarampur.

† Traffic to Bengal Nagpur Railway stations and beyond *via* Asansol should be charged at rates applicable to "Upwards" traffic as per column 3. Such traffic is, however, invoiced at Ondal.

§ Coal, Coke and Patent Fuel despatched from these sidings to Howrah, Calcutta (Sealdah) and *via*, Cossipore Road (E. B.), Chitpur and *via*, Ultadanga and Kidderpore Docks are charged at the rate of Rs. 3-10-6 per ton (including terminal charge at the receiving end). In the case of traffic to *via* Howrah (for Howrah Amta and Howrah Sheakhala Light Railways), the receiving end terminal charge of Re. 0-4-6 per ton must be deducted from this rate. Any siding or extra charge should be levied in addition. A surcharge of 12½ per cent of the total freight charges is leviable in addition.

List of Coal Sidings.

| | | | | | |
|--------------------------|--------------------------------|------------------|---------------------------|-----------------|---------------|
| Kumardubi (d) .. | Between Barakar and Mugma. | Kulti | Mugma | Mugma | Sitarampur .. |
| Kumardubi Pottery (d) .. | .. | .. | .. | .. | |
| Edgercoor Qid (d) .. | .. | .. | .. | .. | |
| New Edgercoor (d) .. | At Mugma | Mugma West (e) | Mugma West (e) | Mugma West (e) | Sitarampur .. |
| Garfalbari (b) .. | .. | Calculated rates | on the mileages one mile. | from Mugma plus | |
| Old Mugma .. | At Mugma | .. | .. | .. | |
| Mugma East .. | Between Mugma and Kaloobathan. | Mugma (c) | Kaloobathan (c) | Kaloobathan | Sitarampur .. |
| Do. West .. | .. | .. | .. | .. | |
| Shampur (d) .. | .. | .. | .. | .. | |
| Shampur No. 1 (d) .. | .. | .. | .. | .. | Sitarampur .. |
| Do. No. 2 (d) .. | .. | .. | .. | .. | |
| Do. No. 3 (d) .. | .. | .. | .. | .. | |
| Shampur Shunting Neck .. | .. | .. | .. | .. | Sitarampur .. |
| .. | .. | .. | .. | .. | |
| .. | .. | .. | .. | .. | |

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch, but to the direction of traffic on the Main Line.

† Takes off Borea Branch.

A—For traffic to all stations for which the Grand Chord route is shorter, that is, for all stations on the Grand Chord and for Moghal Sarai and stations above.

B—For other Upwards traffic.

§ An extra charge of Re. 0-1-6 per ton must be made on all Coal, Coke and Patent Fuel despatched from Pandra Branch Sidings over and above the rates from Barakar and Kaloobathan Stations.

(a) Traffic from all sidings on the Chanch Branch to stations Manpur to Tilaiya, both inclusive on the South Behar Section, to all stations on the Patna-Gaya Branch and to all stations Patna Jn. and above on the Main Line will be charged as for Upwards A, as per column 3.

(b) Traffic from all sidings on the Pandra Branch and from West Gunge siding to stations Manpur to Nawadah both inclusive, on the South Behar Section, to all stations on the Patna-Gaya Branch and to all stations Patna Jn. and above on the Main Line will be charged as for Upwards A, as per column 3. Coal, Coke and Patent Fuel booked from sidings on the Pandra Branch to Patna City will be charged at the rate as for 209 miles instead of as from Kaloobathan.

(c) Traffic from these sidings to stations Manpur to Nawadah, both inclusive, on the South Behar Section, to all stations on the Patna-Gaya Branch and to all stations Patna Jn. and above on the Main Line including Patna Chat, will be charged as for Upwards A, as per column 3.

(d) In calculating rates from these sidings to Great Indian Peninsula or Bombay, Baroda and Central India Railway stations and beyond, for which the route *via* Asansol and Nagpur is the cheapest, the chargeable point should be taken as for "Downwards", as per column 5. Whenever rates calculated in this manner are applied *via* Naini, the distance from the chargeable point as per column 3 (as for Upward "A") should be taken into consideration in apportioning charges *via* Naini.

(e) The distance for charge from Mugma West to stations on the East Indian Railway and *via* should be arrived at by adding 1 mile to the distance from Mugma.

§§ Coal, Coke and Patent Fuel despatched from this siding to Howrah, Calcutta (Sealdah) and *via*, Cossipore Road (E. B.), Chitpur and *via*, Uda-
danga and Kidderpore Docks are charged at the rate of Rs. 3-12-6 per ton (including terminal charge at the receiving end). In the case of traffic to
via Howrah (for Howrah Amta and Howrah Seakhala Light Railways) the receiving end terminal charge of Re. 0-4-6 per ton must be deducted from
this rate. Any siding or other extra charge due must be levied as usual. A surcharge of 12½ per cent. of the total freight charges is leviable in
addition.

List of Coal Sidings.

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|-----------------------------|-------------------------------|-------------------|--------------|----------------------------------------|-------------|
| | | Upwards. ₹ | Downwards. ₹ | Upwards. | Downwards. |
| Godhar Old .. | Katrargarh Branch. | | | | |
| Do. Extension .. | | | | | |
| Do. New .. | | | | | |
| West Godhar Loop .. | | | | | |
| Do. North Spur .. | | Kusunda | Kusunda | Kusunda | Kusunda. |
| Do. South Spur .. | | | | | |
| Central Alkusa .. | | | | | |
| North Dharisajoba .. | | | | | |
| Nuktitar | | | | | |
| Kusunda-Nayadee .. | | | | | |
| Do. Spur Siding. | Takes off Godhar New Siding. | Jherriah.. | Jherriah | Pathardihi | Pathardihi. |
| South Dharisajoba .. | Off Kusunda Marshalling Yard. | Jherriah | Jherria | | |
| Pure Kusunda .. | At Kusunda .. | Do. | Do. | | |
| Chota Bowa Joint .. | On Kusunda Tetulmari Link | Do. | Do. | Kusunda | Kusunda. |
| Besseriya No. 5 .. | Ditto .. | Do. | Do. | | |
| Chandore Spur .. | On Chandore Branch † .. | Katrargarh | Katrargarh | | |
| Chandore 1 st .. | | | | | |

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|---------------------------------|----------------------------|-------------------|--------------|----------------------------------------|--------------|
| | | Upwards. ₹ | Downwards. ₹ | Upwards. | Downwards. |
| Katrasgarh Branch.— (Contd.) | | | | | |
| Sendra No. 1 .. | Between Kusunda and Sijua. | | | | |
| Do. No. 2 .. | | | | | |
| Do. No. 4 .. | | Jherriah | Jherriah | Kusunda | Kusunda. |
| Do. North .. | | | | | |
| Jogta .. | At Sijua .. | Do. | Do. | Do. | Do. |
| Moodidih North .. | At Sijua .. | Do. | Do. | Katrasgarh * | Katrasgarh * |
| Tetumuri No. 2 .. | | | | | |
| Sijua Southern Alignment— | | | | | |
| South Mudidih .. | Katrasgarh Branch .. | Katrasgarh | Katrasgarh | Kusunda | Kusunda. |
| Sijua New Alignment— | | | | | |
| Union No. 1 .. | At Sijua .. | | | | |
| Do. No. 2 .. | | | | | |
| Do. No. 3 .. | | Jherriah | Jherriah | | |
| New Gazlian .. | | | | | |
| Budroochuck .. | | | | | |
| Tetumuri No. 3 .. | At Sijua .. | Do. | Do. | Katrasgarh * | Katrasgarh. |
| Do. No. 4 .. | | | | | |

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|-----------------------------|--------------------------------------|-------------------|--------------|----------------------------------------|-------------|
| | | Upwards. ₹ | Downwards. ₹ | Upwards. | Downwards. |
| Tetturia South .. | Katras Khanoodih Extension.—(Contd.) | | | | |
| Tentulia South Extension .. | | | | | |
| West Tetturiya South .. | | | | | |
| Tetturia North .. | | | | | |
| Choytoodih .. | | | | | |
| Tentulia South .. | | | | | |
| Phularitand No. 1 .. | | | | | |
| Do. No. 2 .. | | | | | |
| Tentulia North .. | | | | | |
| South Gobindopur No. 1 .. | | | | | |
| North Gobindopur No. 1 .. | Katras Khanoodih Extension. | | | | |
| Do. No. 2 .. | | | | | |
| South Govindopur No. 2 .. | | | | | |
| Toondoo South .. | | | | | |
| Moheshpur No. 1 .. | | | | | |
| Khas Toondas ... | | | | | |
| North Toondas .. | | | | | |
| Moheshpur No. 2 .. | | | | | |
| Kesaugurrah No. 1 .. | | | | | |
| Jesuni Main .. | | | | | |
| | | | | Katrasgarh * | Katrasgarh. |

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|--------------------------|-------------------|-------------------|--------------|----------------------------------------|------------|
| | | Upwards. ₹ | Downwards. ₹ | Upwards. | Downwards. |
| Khoira Branch. | | | | | |
| Upper Khoira .. | On Khoira Branch | | | | |
| Kendwadih No. 3 .. | | | | | |
| Khoira Lower Loop 2 .. | | Jherriah | Jherriah | | |
| Bulliari .. | | | | | |
| Bulliari Extension .. | Ditto .. | | | | |
| Bararee Coke Ovens .. | | | | | |
| Do. Bye-Products .. | | Katrasgarh | Katrasgarh | Kusunda .. | Kusunda. |
| Kirkend Branch.* | | | | | |
| Marine New .. | On Kirkend Branch | | | | |
| Chandra No. 1 .. | | | | | |
| Do. No. 2 .. | | | | | |
| Do. No. 3 .. | | Jherriah | Jherriah | | |
| Motiram Kirkend South .. | On Kirkend Branch | | | | |
| Central Kirkend South .. | | | | | |
| Do. North .. | | | | | |

List of Coal Sidings.

| | | | | | |
|------------------------------|---------------------------------|-------------|-------------|-------------|-------------|
| Kirkend North .. | } On Kirkend Branch | Jherriah | Jherriah | Kusunda | Kusunda |
| Do. South .. | | | | | |
| Do. North Extension .. | | | | | |
| Motiram Kirkend North .. | | | | | |
| Damuda Branch. | | | | | |
| Kendwadilh No. 2 .. | } Between Kusunda and Jherriah. | Jherriah | Jherriah | Kusunda | Kusunda |
| Gonshadilh No. 2 ‡ .. | | | | | |
| Nayadilh No. 1 .. | | | | | |
| New Kusunda Siding .. | Between Kusunda and Jherriah. | Jherriah | Jherriah | Jherriah | Jherriah |
| East Ena .. | } Ditto | Katrassgarh | Katrassgarh | Katrassgarh | Katrassgarh |
| Bhuggatdilh No. 1 .. | | | | | |
| Do. No. 3 § .. | | | | | |
| Do. No. 4 .. | | | | | |
| Do. No. 5 .. | | | | | |
| East Bhuggatdilh § .. | East Bhuggatdilh Extension.. | Katrassgarh | Katrassgarh | Katrassgarh | Katrassgarh |
| East Bhuggatdilh Extension.. | | | | | |

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch, but to the direction of traffic on the Main Line.

* Takes off Khoira Branch.

† Takes off Nayadth No. 1.

§ In case of Bhuggatdth No. 3 and East Bhuggatdth and Extension Sidings invoicing of both upward and downward traffic is made at Pathardih.

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|----------------------------------------|-------------------------------|-------------------|--------------|----------------------------------------|-------------|
| | | Upwards. ₹ | Downwards. ₹ | Upwards. | Downwards. |
| | Damuda Branch.— (Contd.) | | | | |
| Ena North .. | Between Kusunda and Jherriah. | | | | |
| Do. South .. | | | | | |
| Dobari No. 1 .. | | | | | |
| Do. No. 1 Extension .. | | Jherriah | Jherriah | Pathardihi | Pathardihi. |
| Do. No. 2 .. | | | | | |
| Bestacolla | | | | | |
| Pure Jherria's Dobari No. 2 Extension. | Ditto | Katragarh | Katragarh | Pathardihi | Pathardihi. |
| | Gopalichuck Branch. | | | | |
| Gopalichuck Siding | | | | | |
| Simlabahal § .. | | | | | |
| North-West § .. | | | | | |
| Bhalgora | | | | | |
| Do. "B" .. | On Gopalichuck Branch. | Katragarh | Katragarh | Pathardihi | Pathardihi. |
| Do. "C" .. | | | | | |
| Do. "D" .. | | | | | |
| Khas Jherriah No. 1 | | | | | |

| Jennagurrah Branch. | | | | | |
|-------------------------------|----|------------|----|-------------|----|
| Jennagurrah No. 1 | .. | | | | |
| Beear .. | .. | | | | |
| Jennagurrah No. 2 | .. | | | | |
| Do. No. 4 | .. | | | | |
| Upper Jennagurrah | .. | | | | |
| Jennagurrah West | .. | | | | |
| Lower Joyrampur | .. | | | | |
| Khas Joyrampur | .. | | | | |
| Joyrampur No. 2 | .. | | | | |
| West Lukshmi .. | .. | | | | |
| New Joyrampur | .. | | | | |
| Luxmi West Extension | .. | | | | |
| On Jennagurrah Branch .. | | | | | |
| | | Pathardihi | .. | Pathardihi | .. |
| | | | .. | Pathardihi | .. |
| | | | | Pathardihi | .. |
| | | | | Pathardihi | .. |
| | | | | Pathardihi. | .. |
| Jennagurrah-Goluckdih Branch. | | | | | |
| Goluckdih No. 1 | .. | | | | |
| Do. No. 2 | .. | | | | |
| East Busra .. | .. | | | | |
| Busra West Joint | .. | | | | |
| | | Pathardihi | .. | Pathardihi | .. |
| | | | .. | Pathardihi | .. |
| | | | | Pathardihi | .. |
| | | | | Pathardihi. | .. |

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch, but to the direction of traffic on the Main Line.

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|------------------------------------|----------------------------------------|-------------------|---------------|----------------------------------------|----------------|
| | | Upwards. ₹ | Downwards. ₹ | Upwards. | Downwards. |
| | Jennagurrah-Goluckdih Branch.—(Contd.) | | | | |
| Goluckdih No. 3 | | | | | |
| Bagdigi-Kujama | | | | | |
| Central Kujama West | | | | | |
| Do. East | | | | | |
| Kujama West Joint | | | | | |
| Kujama East .. | | | | | |
| Ganhoodih West | | | | | |
| Goluckdih No. 4 | | | | | |
| Jennagurrah-Goluckdih No. 5 | Jennagurrah-Goluckdih Br. | Pathardihi | .. Pathardihi | Pathardihi | .. Pathardihi. |
| Do. No. 6 | | | | | |
| Do. No. 7 | | | | | |
| Do. No. 8 | | | | | |
| Jennagurrah-Goluckdih No. 9 Joint | | | | | |
| Do. No. 10 Joint | | | | | |
| Jennagurrah-Goluckdih No. 10-A | | | | | |
| Jennagurrah-Goluckdih No. 11 Joint | | | | | |

List of Coal Sidings.

| | | | | | | |
|---------------------------------------|----------------------------------|------------|----|------------|----|-------------|
| Jennagurrah-Goluckdih No. 12 | Jennagurrah-Goluckdih Branch. | Pathardihi | .. | Pathardihi | .. | Pathardihi. |
| Do. No. 13 | | | | | | |
| Jennagurrah-Goluckdih No. 14 Joint | | | | | | |
| Do. No. 15 Joint | | | | | | |
| Do. No. 16 Joint | | | | | | |
| Do. No. 17 Joint | | | | | | |
| Jennagurrah-Goluckdih No. 18 | | | | | | |
| Do. No. 19 | | | | | | |
| Do. No. 20 | | | | | | |
| Do. No. 22 | | | | | | |
| Do. No. 23 | | | | | | |
| Tasra | Tasra Branch. | | | | | |
| Phoenix | | | | | | |
| Lodna No. 2 | Tasra Branch | Pathardihi | .. | Pathardihi | .. | Pathardihi. |
| Do. No. 3 | | | | | | |
| Do. No. 5 | Bhaga Branch. | | | | | |
| Lodna Coke Plant No. 1 | | | | | | |
| North Jealgorah | Bhaga Branch | Katrasgarh | .. | Katrasgarh | .. | Pathardihi. |
| Lodna No. 6 | | | | | | |
| Lodna Coke Plant No. 2 | | | | | | |

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch, but to the direction of traffic on the Main Line.

List of Coal Sidings.

| Names of sidings. | Situation. | Rates chargeable. | | Stations at which traffic is invoiced. | |
|-----------------------------|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-------------------|----------------------------------------|---------------|
| | | Upwards, ₹ | Downwards, ₹ | Upwards. | Downwards. |
| Serampore .. | Giridih Branch. | Calculated rates (208 miles from Howrah.) | .... |  |  |
| Domohani No. 1 | Giridih Branch | Domohani No. 2 .. | Domohani No. 2 .. | Giridih | Giridih. |
| Do. No. 2 | | | | | |
| Kandiah .. | Ditto | Kurmurbaree .. | Kurmurbaree .. | Giridih | Giridih. |
| Kurmurbaree .. | | | | | |
| Kalimoran .. | Giridih Branch | On the distance arrived at by adding one mile to Domohani No. 2 mileage. | | | |
| Dhori No. 10* .. | Gomoh—Chandrapura— Barkakana Barwadih Section. § Between Phusro and Bermo | Phusro (a) | Bermo | Dhori No. 10 | Dhori No. 10. |
| Dhori Weigh-bridge Siding.* | | | | Bermo .. | Bermo. |
| Kargali Colliery * | | | | Kargali .. | Kargali. |
| Botharo Joint Colliery * | | | | Bermo .. | Bermo. |
| Jarangdih .. | At Jarangdih .. | On the distance from Jarangdih Siding. | | Jarangdih | Jarangdih. |
| Sawang .. | Between Jarangdih and Gomia. | Jarangdih (b) | Gomia .. | Sawang | Sawang. |

List of Coal Sidings.

| * Sirka * | On the Argada Branch | Ranchi Road (c) | Barkakana | Barkakana | Barkakana. |
|----------------------|----------------------|----------------------------------|---------------------------------------|--------------|------------|
| B. N. Railway Argada | .. | .. | .. | .. | .. |
| Bhurkunda Siding | .. | Ditto | Do. | (f) | (g) |
| Ray (e) | .. | At Bhurkunda .. | On the distance from Bhurkunda Siding | Bhurkunda | Bhurkunda. |
| | .. | On the C. I. C. Railway | Ray | Ray | Ray. |
| Rajhara Siding .. | .. | Daltonganj Branch. | | | |
| | .. | Between Rajhara and Dalton-ganj. | Calculated rates | from Rajhara | Rajhara. |
| | | | (412 miles from Howrah). | | |

¶ "Upwards" and "Downwards" do not refer to traffic in the direction of the terminus of the Branch but to the direction of traffic on the Main Line.

§ The following Collieries have loading accommodation in the Chandrapura and Phusro station yard:—
In the Chandrapura yard—

Ghatia Coal Company.
Chandrapura Coal Company.
Khas Chandrapura Coal Company.

Charge will be levied as from Chandrapura (including Re. 0-4-0 per ton forwarding end terminal charge).

In the Phusro yard—

Dhori Colliery.

Charge will be levied as from Phusro (including Re. 0-4-0 per ton forwarding end terminal charge).

* For traffic to Barkakana, to stations on Barkakana-Barwadih-Daltonganj Section, to Rajhara, Gathwa Road, Untari Road, Mohammadganj and Haidarnagar on Daltonganj Branch, rates shown under the column "Upwards" are chargeable.

(a) For traffic to stations Bermo to Ranchi Road (both inclusive) on Chandrapura-Barkakana Section rates shown under this column are chargeable. For all other destinations except those referred to in foot-note, * rates shown under the column "Downwards" are chargeable.

(b) For traffic to stations Gomia to Japla, both inclusive on Barkakana Loop rates shown under this column are chargeable. For all other destinations, rates shown under the column "Downwards" are chargeable.

(c) For traffic to Japla, Nabinagar Road and Ankorha on Daltonganj Branch, to Sone East Bank and stations west of Sone East Bank and *via*, to Palmerganj, to stations Kuchman to Dildarnagar (both inclusive) on the main line, rates shown under this column are chargeable. For all other destinations except those referred to in foot-note, * rates shown under the column "Downwards" are chargeable.

(e) This is a Colliery station.

(f) Traffic will be weighed at the Argada Colliery siding (Bengal Nagpur Railway) and invoiced as from Barkakana.

Table of Distances.

Table of distances from Colliery stations on the East Indian Railway to all stations

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
|--------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Howrah and via ... | 116 | 124 | 129 | 132 | 121 | 122 | 123 | 129 | 132 |
| Lillooah ¶ ... | 113 | 121 | 126 | 129 | 118 | 119 | 120 | 126 | 129 |
| Belur § ... | 112 | 120 | 125 | 128 | 117 | 118 | 119 | 125 | 128 |
| H. B. Chord— | | | | | | | | | |
| Dankuni ... | 100 | 107 | 112 | 115 | 104 | 105 | 106 | 113 | 116 |
| Begumpur ... | 96 | 103 | 109 | 112 | 101 | 102 | 103 | 109 | 112 |
| Monirampur ... | 93 | 100 | 105 | 108 | 97 | 98 | 99 | 105 | 109 |
| Chandanpur ... | 84 | 91 | 96 | 99 | 88 | 90 | 90 | 96 | 100 |
| Belmuri ... | 80 | 87 | 92 | 95 | 84 | 86 | 86 | 93 | 96 |
| Gurup ... | 73 | 80 | 86 | 89 | 78 | 79 | 80 | 86 | 89 |
| Jaugram ... | 69 | 76 | 81 | 84 | 73 | 74 | 75 | 81 | 84 |
| Masagram ... | 64 | 72 | 77 | 80 | 69 | 70 | 71 | 77 | 80 |
| Palla Road* ... | 61 | 68 | 73 | 76 | 65 | 66 | 67 | 73 | 77 |
| Bally ... | 111 | 118 | 124 | 127 | 116 | 117 | 118 | 124 | 127 |
| Uttarpara * ... | 110 | 118 | 123 | 126 | 115 | 116 | 117 | 123 | 126 |
| Konnagar ... | 108 | 115 | 120 | 123 | 112 | 114 | 114 | 121 | 124 |
| Rishra Siding ... | 108 | 115 | 120 | 123 | 112 | 114 | 114 | 121 | 124 |
| Serampore ... | 104 | 112 | 117 | 120 | 109 | 110 | 111 | 117 | 120 |
| Sheoraphuli ... | 103 | 110 | 115 | 118 | 107 | 108 | 109 | 115 | 118 |
| T. B. Ry.— | | | | | | | | | |
| Dearah ... | 106 | 113 | 119 | 122 | 111 | 112 | 113 | 119 | 122 |
| Nasibpur* ... | 107 | 115 | 120 | 123 | 112 | 113 | 114 | 120 | 123 |
| Singur ... | 110 | 117 | 122 | 125 | 114 | 115 | 116 | 122 | 125 |
| Kamarkundu ... | 111 | 119 | 124 | 127 | 116 | 117 | 118 | 124 | 127 |
| Nalikul ... | 114 | 121 | 126 | 129 | 118 | 119 | 120 | 126 | 129 |
| Haripal ... | 117 | 124 | 129 | 132 | 121 | 123 | 123 | 129 | 133 |
| Kaikala* ... | 118 | 126 | 131 | 134 | 123 | 124 | 125 | 131 | 134 |
| Bahirkhand ... | 120 | 128 | 133 | 137 | 125 | 126 | 127 | 133 | 136 |
| Tarakeswar ... | 124 | 132 | 137 | 140 | 129 | 130 | 131 | 137 | 140 |
| Baidyabati* ... | 101 | 109 | 114 | 117 | 106 | 107 | 108 | 114 | 117 |
| Bhadreswar Ghat ... | 99 | 106 | 111 | 114 | 103 | 105 | 105 | 112 | 115 |
| Mankundu* ... | 97 | 105 | 110 | 113 | 102 | 103 | 104 | 110 | 113 |
| Chandernagore ... | 96 | 103 | 109 | 112 | 101 | 102 | 103 | 109 | 112 |
| Chinsurah* ... | 94 | 101 | 107 | 110 | 99 | 100 | 101 | 107 | 110 |
| Hooghly ... | 93 | 100 | 106 | 109 | 98 | 99 | 100 | 106 | 109 |
| Bandel† ... | 92 | 99 | 104 | 107 | 96 | 98 | 98 | 105 | 108 |
| Nalhati Branch— | | | | | | | | | |
| Hooghly Ghat* ... | 93 | 100 | 106 | 109 | 98 | 99 | 100 | 106 | 109 |
| Garifa* ... | 94 | 101 | 106 | 109 | 98 | 100 | 100 | 106 | 110 |
| Nalhati Jn. (with E. B. Ry.) and via. . | 97 | 104 | 109 | 112 | 101 | 102 | 103 | 110 | 113 |
| Bandel-Azimganj-Barharwa Ex- tension— | | | | | | | | | |
| Bansabati ... | 95 | 102 | 107 | 110 | 99 | 100 | 101 | 107 | 110 |
| Tribeni (E. I. R.) * ... | 97 | 104 | 109 | 112 | 101 | 103 | 103 | 110 | 113 |
| Khamargachi ... | 102 | 110 | 115 | 118 | 107 | 108 | 109 | 115 | 118 |
| Jirat* ... | 105 | 113 | 118 | 121 | 110 | 111 | 112 | 118 | 121 |
| Balagarh ... | 107 | 115 | 120 | 123 | 112 | 113 | 114 | 120 | 123 |
| Somra Bazar ... | 109 | 117 | 122 | 125 | 114 | 115 | 116 | 122 | 125 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

¶ Open for Railway Materials including Coal, Coke, and Patent Fuel for Departmental use.

‡ Open for Coal for Loco. Foreman, Bandel only.

§ Open for Coal, Coke and Patent Fuel in full wagon loads only for the National Iron & Steel Co's Siding.

Table of Distances.

on the East Indian and the Oudh and Rohilkhand Sections of the East Indian Railway

| Dharka | Jainti Siding | Karnatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 134 | 175 | 168 | 138 | 145 | 141 | 143 | 147 | 148 | 153 | 169 | 171 |
| 131 | 172 | 165 | 135 | 142 | 138 | 140 | 145 | 146 | 150 | 166 | 168 |
| 130 | 171 | 164 | 134 | 141 | 137 | 139 | 143 | 144 | 149 | 165 | 167 |
| | | | | | | | | | | | |
| 117 | 158 | 151 | 121 | 128 | 124 | 126 | 131 | 132 | 137 | 152 | 155 |
| 114 | 154 | 148 | 118 | 125 | 121 | 123 | 127 | 128 | 133 | 149 | 151 |
| 110 | 151 | 144 | 114 | 121 | 117 | 119 | 124 | 125 | 130 | 145 | 147 |
| 102 | 142 | 135 | 105 | 113 | 108 | 110 | 115 | 116 | 121 | 136 | 138 |
| 98 | 138 | 131 | 101 | 109 | 104 | 106 | 111 | 112 | 117 | 132 | 135 |
| | | | | | | | | | | | |
| 91 | 131 | 125 | 94 | 102 | 98 | 100 | 104 | 105 | 110 | 125 | 128 |
| 87 | 127 | 120 | 90 | 97 | 93 | 95 | 100 | 101 | 106 | 121 | 123 |
| 82 | 122 | 116 | 86 | 93 | 89 | 91 | 95 | 96 | 101 | 117 | 119 |
| 78 | 119 | 112 | 82 | 89 | 85 | 87 | 92 | 93 | 98 | 113 | 115 |
| | | | | | | | | | | | |
| 129 | 169 | 163 | 132 | 140 | 136 | 138 | 142 | 143 | 148 | 163 | 166 |
| 128 | 169 | 162 | 132 | 139 | 135 | 137 | 141 | 142 | 147 | 163 | 165 |
| 126 | 166 | 159 | 129 | 137 | 132 | 134 | 139 | 140 | 145 | 160 | 163 |
| 126 | 166 | 159 | 129 | 137 | 132 | 134 | 139 | 140 | 145 | 160 | 163 |
| 122 | 162 | 156 | 126 | 133 | 129 | 131 | 135 | 136 | 141 | 157 | 159 |
| 121 | 161 | 154 | 124 | 131 | 127 | 129 | 134 | 135 | 140 | 155 | 157 |
| | | | | | | | | | | | |
| 124 | 164 | 158 | 127 | 135 | 131 | 133 | 137 | 138 | 143 | 158 | 161 |
| 125 | 165 | 159 | 129 | 136 | 132 | 134 | 138 | 139 | 144 | 160 | 162 |
| 128 | 168 | 161 | 131 | 138 | 134 | 136 | 141 | 142 | 147 | 162 | 164 |
| 129 | 169 | 163 | 133 | 140 | 136 | 138 | 142 | 143 | 148 | 164 | 166 |
| 132 | 172 | 165 | 135 | 142 | 138 | 140 | 145 | 146 | 151 | 166 | 168 |
| | | | | | | | | | | | |
| 135 | 175 | 168 | 138 | 146 | 141 | 143 | 148 | 149 | 154 | 169 | 171 |
| 136 | 177 | 170 | 140 | 147 | 143 | 145 | 150 | 151 | 155 | 171 | 173 |
| 138 | 178 | 172 | 142 | 149 | 145 | 147 | 151 | 152 | 157 | 173 | 175 |
| 142 | 183 | 176 | 146 | 153 | 149 | 151 | 155 | 156 | 161 | 177 | 179 |
| | | | | | | | | | | | |
| 119 | 160 | 153 | 123 | 130 | 126 | 128 | 132 | 133 | 138 | 154 | 156 |
| 117 | 157 | 150 | 120 | 128 | 123 | 125 | 130 | 131 | 136 | 151 | 154 |
| 115 | 156 | 149 | 119 | 126 | 122 | 124 | 129 | 130 | 134 | 150 | 152 |
| 114 | 154 | 148 | 118 | 125 | 121 | 123 | 127 | 128 | 133 | 149 | 151 |
| | | | | | | | | | | | |
| 112 | 152 | 146 | 116 | 123 | 119 | 121 | 125 | 126 | 131 | 147 | 149 |
| 111 | 151 | 145 | 115 | 122 | 118 | 120 | 124 | 125 | 130 | 146 | 148 |
| 110 | 150 | 143 | 113 | 121 | 116 | 118 | 123 | 124 | 129 | 144 | 147 |
| | | | | | | | | | | | |
| 111 | 151 | 145 | 115 | 122 | 118 | 120 | 124 | 125 | 130 | 146 | 148 |
| 112 | 152 | 145 | 115 | 123 | 118 | 120 | 125 | 126 | 131 | 146 | 148 |
| 114 | 155 | 148 | 118 | 125 | 121 | 123 | 128 | 129 | 134 | 149 | 152 |
| | | | | | | | | | | | |
| 113 | 153 | 146 | 116 | 123 | 119 | 121 | 126 | 127 | 132 | 147 | 149 |
| 115 | 155 | 148 | 118 | 126 | 121 | 123 | 128 | 129 | 134 | 149 | 152 |
| 120 | 160 | 154 | 124 | 131 | 127 | 129 | 133 | 134 | 139 | 155 | 157 |
| | | | | | | | | | | | |
| 123 | 164 | 157 | 127 | 134 | 130 | 132 | 137 | 138 | 142 | 158 | 160 |
| 125 | 166 | 159 | 129 | 136 | 132 | 134 | 139 | 140 | 144 | 160 | 162 |
| 127 | 168 | 161 | 131 | 138 | 134 | 136 | 140 | 141 | 146 | 162 | 164 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
|------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Bandel-Azimganj Barharwa Ex- tension— | | | | | | | | | |
| Guptipara | 114 | 121 | 126 | 129 | 118 | 119 | 120 | 126 | 129 |
| Kalna Court | 118 | 125 | 131 | 134 | 123 | 124 | 125 | 131 | 134 |
| Bagnapara | 120 | 128 | 133 | 136 | 125 | 126 | 127 | 133 | 136 |
| Dhatrigram | 123 | 131 | 136 | 139 | 128 | 129 | 130 | 136 | 139 |
| Samudragarh | 127 | 135 | 140 | 143 | 132 | 133 | 134 | 140 | 143 |
| Nabadwip | 132 | 140 | 145 | 148 | 137 | 138 | 139 | 145 | 148 |
| Purbasthali | 137 | 145 | 150 | 153 | 142 | 143 | 144 | 150 | 153 |
| Patuli | 146 | 149 | 144 | 147 | 150 | 152 | 152 | 158 | 162 |
| Agradwip | 149 | 146 | 141 | 144 | 153 | 154 | 155 | 161 | 164 |
| Dainhat | 149 | 142 | 137 | 140 | 154 | 155 | 156 | 162 | 165 |
| Katwa Jn. (with B. K. Ry.) & via. | 145 | 138 | 132 | 135 | 150 | 151 | 152 | 158 | 161 |
| Gangatikuri | 139 | 131 | 126 | 129 | 143 | 145 | 145 | 151 | 154 |
| Salar | 134 | 127 | 122 | 125 | 139 | 140 | 141 | 147 | 150 |
| Bazar Sohu | 126 | 119 | 114 | 117 | 131 | 132 | 133 | 139 | 142 |
| Chowrigacha | 121 | 114 | 109 | 112 | 126 | 127 | 128 | 134 | 137 |
| Chiroti* | 116 | 108 | 103 | 106 | 120 | 122 | 122 | 128 | 132 |
| Khagra Ghat Road | 109 | 102 | 96 | 99 | 114 | 115 | 116 | 122 | 125 |
| Lalbagh Court Road* | 104 | 97 | 91 | 94 | 109 | 110 | 111 | 117 | 120 |
| Azimganj Jn. | 100 | 93 | 87 | 90 | 105 | 106 | 107 | 113 | 116 |
| Manigram | 113 | 105 | 100 | 103 | 117 | 118 | 119 | 125 | 129 |
| Gankar | 118 | 110 | 105 | 108 | 122 | 123 | 124 | 130 | 133 |
| Jangipur Road | 122 | 114 | 109 | 112 | 126 | 127 | 128 | 135 | 138 |
| Sajinipara | 130 | 122 | 117 | 120 | 134 | 135 | 136 | 142 | 145 |
| Nimtita | 134 | 126 | 121 | 124 | 138 | 139 | 140 | 146 | 150 |
| Dhulian Ganges | 130 | 123 | 117 | 120 | 135 | 136 | 137 | 143 | 146 |
| Tildanga | 120 | 113 | 107 | 110 | 125 | 126 | 127 | 133 | 136 |
| Trishbigha | 90 | 97 | 102 | 105 | 94 | 96 | 96 | 102 | 106 |
| Magra Jn. (with B. P. Ry.) and via. | 88 | 95 | 100 | 103 | 92 | 93 | 94 | 100 | 103 |
| Talandoo* | 85 | 93 | 98 | 101 | 90 | 91 | 92 | 98 | 101 |
| Khanyan | 82 | 89 | 95 | 98 | 87 | 88 | 89 | 95 | 98 |
| Pundooah | 79 | 86 | 91 | 94 | 83 | 85 | 85 | 91 | 95 |
| Simlagarh | 76 | 83 | 88 | 91 | 80 | 82 | 82 | 88 | 92 |
| Boinchee | 73 | 80 | 85 | 88 | 77 | 78 | 79 | 85 | 88 |
| Debipur | 70 | 77 | 82 | 85 | 74 | 76 | 76 | 83 | 86 |
| Bagila* | 68 | 75 | 80 | 83 | 72 | 74 | 74 | 81 | 84 |
| Memari | 66 | 73 | 78 | 81 | 70 | 72 | 72 | 79 | 82 |
| Rasulpur | 62 | 69 | 75 | 78 | 67 | 68 | 69 | 75 | 78 |
| Palsit* | 59 | 67 | 72 | 75 | 64 | 65 | 66 | 72 | 75 |
| Saktighar | 57 | 65 | 70 | 73 | 62 | 63 | 64 | 70 | 73 |
| Gangpur* | 54 | 62 | 67 | 70 | 59 | 60 | 61 | 67 | 70 |
| Burdwan Jn. (with B. K. Ry.) & via. | 50 | 57 | 63 | 66 | 55 | 56 | 57 | 63 | 66 |
| Talit | 46 | 53 | 58 | 61 | 50 | 51 | 52 | 58 | 61 |
| Khana Junction | 42 | 49 | 54 | 57 | 46 | 48 | 48 | 55 | 58 |
| Loop Line— | | | | | | | | | |
| Bonpas | 48 | 55 | 60 | 63 | 52 | 54 | 54 | 61 | 64 |
| Gushkara | 54 | 61 | 66 | 69 | 59 | 60 | 61 | 67 | 70 |
| Bhedia | 61 | 64 | 59 | 62 | 66 | 67 | 68 | 74 | 77 |
| Bolpur | 66 | 59 | 54 | 57 | 70 | 72 | 72 | 78 | 82 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

Table of Distances.

| Dhadka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Mile |
| 132 | 172 | 165 | 135 | 142 | 138 | 140 | 145 | 146 | 151 | 166 | 168 |
| 136 | 176 | 170 | 139 | 147 | 143 | 145 | 149 | 150 | 155 | 170 | 173 |
| 138 | 179 | 172 | 142 | 149 | 145 | 147 | 152 | 153 | 157 | 173 | 175 |
| 141 | 182 | 175 | 145 | 152 | 148 | 150 | 154 | 155 | 160 | 176 | 178 |
| 145 | 186 | 179 | 149 | 156 | 152 | 154 | 159 | 160 | 164 | 180 | 182 |
| 150 | 191 | 184 | 154 | 161 | 157 | 159 | 164 | 165 | 169 | 185 | 187 |
| 155 | 195 | 189 | 159 | 166 | 162 | 164 | 168 | 169 | 174 | 190 | 192 |
| 164 | 204 | 197 | 167 | 175 | 170 | 172 | 177 | 178 | 183 | 198 | 200 |
| 166 | 207 | 200 | 170 | 178 | 173 | 175 | 180 | 181 | 186 | 201 | 203 |
| 167 | 208 | 201 | 171 | 178 | 174 | 176 | 181 | 182 | 186 | 202 | 204 |
| 163 | 203 | 197 | 167 | 174 | 170 | 172 | 176 | 177 | 182 | 198 | 200 |
| 157 | 197 | 190 | 160 | 168 | 163 | 165 | 170 | 171 | 176 | 191 | 193 |
| 152 | 193 | 186 | 156 | 163 | 159 | 161 | 166 | 167 | 171 | 187 | 189 |
| 144 | 184 | 178 | 148 | 155 | 151 | 153 | 157 | 158 | 163 | 179 | 181 |
| 139 | 180 | 173 | 143 | 150 | 146 | 148 | 153 | 154 | 158 | 174 | 176 |
| 134 | 174 | 167 | 137 | 145 | 140 | 142 | 147 | 148 | 153 | 168 | 170 |
| 127 | 167 | 161 | 130 | 138 | 134 | 136 | 140 | 141 | 146 | 161 | 164 |
| 122 | 162 | 156 | 126 | 133 | 129 | 131 | 135 | 136 | 141 | 157 | 159 |
| 118 | 158 | 152 | 121 | 129 | 125 | 127 | 131 | 132 | 137 | 152 | 155 |
| 131 | 171 | 164 | 134 | 142 | 137 | 139 | 144 | 145 | 150 | 165 | 167 |
| 136 | 176 | 169 | 139 | 147 | 142 | 144 | 149 | 150 | 155 | 170 | 172 |
| 140 | 180 | 173 | 143 | 151 | 146 | 148 | 153 | 154 | 159 | 174 | 177 |
| 148 | 188 | 181 | 151 | 158 | 154 | 156 | 161 | 162 | 167 | 182 | 184 |
| 151 | 192 | 185 | 155 | 162 | 158 | 160 | 165 | 166 | 171 | 186 | 188 |
| 149 | 188 | 182 | 152 | 156 | 155 | 157 | 161 | 162 | 167 | 183 | 185 |
| 140 | 178 | 172 | 142 | 151 | 145 | 147 | 151 | 152 | 157 | 173 | 175 |
| 108 | 148 | 141 | 111 | 119 | 114 | 116 | 121 | 122 | 127 | 142 | 144 |
| 106 | 146 | 139 | 109 | 116 | 112 | 114 | 119 | 120 | 125 | 140 | 142 |
| 103 | 143 | 137 | 107 | 114 | 110 | 112 | 116 | 117 | 122 | 138 | 140 |
| 100 | 140 | 134 | 103 | 111 | 107 | 109 | 113 | 114 | 119 | 134 | 137 |
| 97 | 137 | 130 | 100 | 108 | 103 | 105 | 110 | 111 | 116 | 131 | 133 |
| 94 | 134 | 127 | 97 | 105 | 100 | 102 | 107 | 108 | 113 | 128 | 130 |
| 91 | 131 | 124 | 94 | 101 | 97 | 99 | 104 | 105 | 110 | 125 | 127 |
| 88 | 128 | 121 | 91 | 99 | 94 | 96 | 101 | 102 | 107 | 122 | 125 |
| 86 | 126 | 119 | 89 | 97 | 92 | 94 | 99 | 100 | 105 | 120 | 123 |
| 84 | 124 | 117 | 87 | 95 | 90 | 92 | 97 | 98 | 103 | 118 | 121 |
| 80 | 120 | 114 | 83 | 91 | 87 | 89 | 93 | 94 | 99 | 114 | 117 |
| 77 | 118 | 111 | 81 | 88 | 84 | 86 | 91 | 92 | 96 | 112 | 114 |
| 75 | 116 | 109 | 79 | 86 | 82 | 84 | 89 | 90 | 94 | 110 | 112 |
| 72 | 113 | 106 | 76 | 83 | 79 | 81 | 85 | 86 | 91 | 107 | 109 |
| 68 | 108 | 102 | 71 | 79 | 75 | 77 | 81 | 82 | 87 | 102 | 105 |
| 64 | 104 | 97 | 67 | 74 | 70 | 72 | 77 | 78 | 83 | 98 | 100 |
| 60 | 100 | 93 | 63 | 71 | 66 | 68 | 73 | 74 | 79 | 94 | 97 |
| 66 | 106 | 99 | 69 | 77 | 72 | 74 | 79 | 80 | 85 | 100 | 103 |
| 72 | 112 | 106 | 75 | 83 | 79 | 81 | 85 | 86 | 91 | 106 | 109 |
| 79 | 119 | 113 | 82 | 90 | 86 | 88 | 92 | 93 | 98 | 113 | 116 |
| 84 | 124 | 117 | 87 | 95 | 90 | 92 | 97 | 98 | 103 | 118 | 120 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding. (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
|------------------------------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Loop Line—(Contd.) | | | | | | | | | |
| Kopal ... | 60 | 53 | 47 | 50 | 65 | 66 | 67 | 73 | 76 |
| Ahmadpur Jn. (with A. K. Ry.) & via. | 55 | 47 | 42 | 45 | 59 | 60 | 61 | 67 | 70 |
| Bataspur* ... | 51 | 44 | 38 | 41 | 56 | 57 | 58 | 64 | 67 |
| Sainthia ... | 46 | 39 | 34 | 37 | 51 | 52 | 53 | 59 | 62 |
| Godadharpur ... | 51 | 43 | 38 | 41 | 55 | 57 | 57 | 64 | 67 |
| Mollarpur ... | 56 | 48 | 43 | 46 | 60 | 62 | 62 | 69 | 72 |
| Rampore Haut ... | 64 | 56 | 51 | 54 | 68 | 69 | 70 | 76 | 79 |
| Swadinpur* ... | 68 | 60 | 55 | 58 | 72 | 73 | 74 | 80 | 84 |
| Nalhati ... | 72 | 65 | 60 | 63 | 77 | 78 | 79 | 85 | 88 |
| Azimganj Branch— | | | | | | | | | |
| Takipur* ... | 76 | 69 | 64 | 67 | 81 | 82 | 83 | 89 | 92 |
| Lohapur ... | 80 | 73 | 68 | 71 | 85 | 86 | 87 | 93 | 96 |
| Morgram ... | 84 | 76 | 71 | 74 | 88 | 89 | 90 | 96 | 99 |
| Sagardighi ... | 89 | 81 | 76 | 79 | 93 | 94 | 95 | 101 | 104 |
| Barala* ... | 93 | 86 | 80 | 83 | 98 | 99 | 100 | 106 | 109 |
| Chatra ... | 78 | 70 | 65 | 68 | 82 | 83 | 84 | 90 | 93 |
| Murara ... | 82 | 75 | 70 | 73 | 87 | 88 | 89 | 95 | 98 |
| Rajgan ... | 90 | 82 | 77 | 80 | 94 | 95 | 96 | 102 | 105 |
| Pakur ... | 96 | 89 | 83 | 86 | 101 | 102 | 103 | 109 | 112 |
| Kotalpukur ... | 103 | 96 | 91 | 94 | 108 | 109 | 110 | 116 | 119 |
| Barharwa ... | 112 | 105 | 100 | 103 | 117 | 118 | 119 | 125 | 128 |
| Bakudih ... | 117 | 110 | 104 | 107 | 122 | 123 | 124 | 130 | 133 |
| Tinpahar ... | 122 | 115 | 110 | 113 | 127 | 128 | 129 | 135 | 138 |
| Rajmehar Branch— | | | | | | | | | |
| Rajmehar ... | 130 | 122 | 117 | 120 | 134 | 136 | 136 | 143 | 146 |
| Taljhari ... | 128 | 121 | 116 | 119 | 133 | 134 | 135 | 141 | 144 |
| Maharajpur ... | 137 | 130 | 125 | 128 | 142 | 143 | 144 | 150 | 153 |
| Sakrigali Jn. ... | 141 | 134 | 128 | 131 | 146 | 147 | 148 | 154 | 157 |
| Sakrigali Ghat ... | 145 | 138 | 132 | 135 | 150 | 151 | 152 | 158 | 161 |
| Sahibganj & via (for traffic to E. B. Ry. via Manihari Ghat.) | 146 | 139 | 133 | 136 | 151 | 152 | 153 | 159 | 162 |
| Mirza Chowki ... | 155 | 148 | 143 | 146 | 160 | 161 | 162 | 168 | 171 |
| Pirpanti ... | 161 | 153 | 148 | 151 | 165 | 166 | 167 | 173 | 176 |
| Colgong ... | 173 | 166 | 161 | 164 | 178 | 179 | 180 | 186 | 189 |
| Ghogha ... | 179 | 172 | 167 | 170 | 184 | 185 | 186 | 192 | 195 |
| Sabour ... | 187 | 179 | 171 | 174 | 191 | 193 | 193 | 199 | 196 |
| Bhagalpur Jn. (with B. & N.- W. Ry.) & via. | 192 | 185 | 179 | 182 | 197 | 198 | 199 | 194 | 191 |
| Bhagalpur-Mandar Hill Branch— | | | | | | | | | |
| Hatpurani ... | 199 | 192 | 187 | 190 | 204 | 205 | 206 | 201 | 198 |
| Tikanee ... | 202 | 195 | 189 | 192 | 207 | 208 | 209 | 204 | 201 |
| Dhownee ... | 209 | 201 | 196 | 199 | 213 | 215 | 215 | 211 | 208 |
| Barahat ... | 215 | 208 | 203 | 206 | 220 | 221 | 222 | 217 | 214 |
| Panjwara Road ... | 218 | 211 | 205 | 208 | 223 | 224 | 225 | 220 | 217 |
| Mandar Hill ... | 223 | 216 | 210 | 213 | 228 | 229 | 230 | 225 | 222 |
| Nathnagar ... | 194 | 187 | 182 | 185 | 199 | 200 | 201 | 192 | 189 |
| Akbarnagar ... | 198 | 193 | 188 | 191 | 193 | 194 | 195 | 185 | 182 |
| Sultangunge ... | 192 | 199 | 194 | 197 | 187 | 188 | 189 | 179 | 176 |
| Bararpur ... | 181 | 188 | 193 | 196 | 176 | 177 | 178 | 168 | 165 |
| Jamalpur ... | 174 | 181 | 187 | 190 | 169 | 170 | 171 | 161 | 158 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

Table of Distances.

| Dhadka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 78 | 118 | 112 | 82 | 89 | 85 | 87 | 91 | 92 | 97 | 113 | 115 |
| 73 | 113 | 106 | 76 | 83 | 79 | 81 | 86 | 87 | 92 | 107 | 109 |
| 69 | 109 | 103 | 73 | 80 | 76 | 78 | 82 | 83 | 88 | 104 | 106 |
| 64 | 105 | 98 | 68 | 75 | 71 | 73 | 77 | 78 | 83 | 99 | 101 |
| 69 | 109 | 102 | 72 | 80 | 75 | 77 | 82 | 83 | 88 | 103 | 106 |
| 74 | 114 | 107 | 77 | 85 | 80 | 82 | 87 | 88 | 93 | 108 | 111 |
| 82 | 122 | 115 | 85 | 92 | 88 | 90 | 95 | 96 | 101 | 116 | 118 |
| ... | ... | 119 | 89 | ... | 92 | 94 | 99 | 100 | 105 | 120 | 122 |
| 90 | 131 | 124 | 94 | 101 | 97 | 99 | 103 | 104 | 109 | 125 | 127 |
| 94 | 135 | 128 | 98 | 105 | 101 | 103 | 108 | 109 | 113 | 129 | 131 |
| 98 | 138 | 132 | 102 | 109 | 105 | 107 | 111 | 112 | 117 | 133 | 135 |
| 102 | 142 | 135 | 105 | 112 | 108 | 110 | 115 | 116 | 121 | 136 | 138 |
| 107 | 147 | 140 | 110 | 117 | 113 | 115 | 120 | 121 | 126 | 141 | 143 |
| 111 | 151 | 145 | 115 | 122 | 118 | 120 | 124 | 125 | 130 | 146 | 148 |
| 96 | 136 | 129 | 99 | 106 | 102 | 104 | 109 | 110 | 115 | 130 | 132 |
| 100 | 141 | 134 | 104 | 111 | 107 | 109 | 113 | 114 | 119 | 135 | 137 |
| 108 | 148 | 141 | 111 | 118 | 114 | 116 | 121 | 122 | 127 | 142 | 144 |
| 114 | 154 | 148 | 118 | 125 | 121 | 123 | 127 | 128 | 133 | 149 | 151 |
| 122 | 162 | 155 | 125 | 132 | 128 | 130 | 135 | 136 | 140 | 156 | 158 |
| 130 | 170 | 164 | 134 | 141 | 137 | 139 | 143 | 144 | 149 | 165 | 167 |
| 135 | 176 | 169 | 139 | 146 | 142 | 144 | 148 | 149 | 154 | 170 | 172 |
| 140 | 181 | 174 | 144 | 151 | 147 | 149 | 154 | 155 | 159 | 175 | 177 |
| 148 | 188 | 181 | 151 | 159 | 154 | 156 | 161 | 162 | 167 | 182 | 185 |
| 146 | 187 | 180 | 150 | 157 | 153 | 155 | 160 | 161 | 165 | 181 | 183 |
| 155 | 195 | 189 | 159 | 166 | 162 | 164 | 168 | 169 | 174 | 190 | 192 |
| 159 | 199 | 193 | 162 | 170 | 166 | 168 | 172 | 173 | 178 | 193 | 196 |
| 163 | 203 | 197 | 166 | 174 | 170 | 172 | 176 | 177 | 182 | 197 | 200 |
| 164 | 196 | 198 | 167 | 175 | 171 | 173 | 177 | 178 | 183 | 198 | 201 |
| 173 | 186 | 192 | 177 | 184 | 180 | 182 | 186 | 187 | 192 | 208 | 210 |
| 179 | 181 | 187 | 182 | 189 | 185 | 187 | 192 | 193 | 198 | 213 | 215 |
| 190 | 168 | 174 | 195 | 202 | 198 | 200 | 204 | 205 | 210 | 226 | 228 |
| 197 | 162 | 168 | 198 | 200 | 201 | 203 | 208 | 209 | 213 | 229 | 231 |
| 199 | 155 | 160 | 190 | 192 | 194 | 196 | 200 | 201 | 206 | 221 | 224 |
| 194 | 150 | 155 | 185 | 187 | 188 | 190 | 195 | 196 | 201 | 216 | 219 |
| 201 | 157 | 163 | 193 | 195 | 196 | 198 | 202 | 203 | 208 | 224 | 226 |
| 204 | 159 | 165 | 195 | 197 | 198 | 200 | 205 | 206 | 211 | 226 | 229 |
| 210 | 166 | 172 | 202 | 204 | 205 | 207 | 212 | 213 | 218 | 233 | 235 |
| 217 | 173 | 179 | 209 | 211 | 212 | 214 | 218 | 219 | 224 | 240 | 242 |
| 220 | 175 | 181 | 211 | 213 | 215 | 217 | 221 | 222 | 227 | 242 | 245 |
| 225 | 180 | 186 | 216 | 218 | 220 | 222 | 226 | 227 | 232 | 247 | 250 |
| 191 | 147 | 153 | 183 | 185 | 186 | 188 | 193 | 194 | 198 | 214 | 216 |
| 185 | 141 | 146 | 177 | 179 | 180 | 182 | 186 | 187 | 192 | 208 | 210 |
| 179 | 135 | 140 | 170 | 172 | 173 | 175 | 180 | 181 | 186 | 201 | 204 |
| 167 | 123 | 129 | 159 | 161 | 162 | 164 | 169 | 170 | 175 | 190 | 192 |
| 161 | 117 | 122 | 152 | 154 | 156 | 158 | 162 | 163 | 168 | 183 | 186 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
|--------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Loop Line —(Contd.)— | | | | | | | | | |
| Monghyr Branch— | | | | | | | | | |
| Purab Sarai* ... | 178 | 185 | 191 | 194 | 173 | 174 | 175 | 165 | 162 |
| Monghyr ... | 180 | 187 | 192 | 195 | 175 | 176 | 177 | 167 | 164 |
| Dharhara ... | 166 | 174 | 179 | 182 | 162 | 162 | 164 | 154 | 151 |
| Abhaipur ... | 160 | 168 | 173 | 176 | 156 | 156 | 158 | 147 | 144 |
| Kajra ... | 156 | 163 | 168 | 171 | 151 | 152 | 153 | 143 | 140 |
| Galsi ... | 36 | 43 | 48 | 51 | 40 | 42 | 42 | 48 | 52 |
| Paraj ... | 32 | 39 | 44 | 47 | 36 | 38 | 38 | 44 | 48 |
| Mankar ... | 27 | 34 | 39 | 42 | 31 | 33 | 33 | 39 | 43 |
| Panagar ... | 20 | 28 | 33 | 36 | 25 | 26 | 27 | 33 | 36 |
| Rajbandh ... | 15 | 23 | 28 | 31 | 20 | 21 | 22 | 28 | 31 |
| Durgapur ... | 11 | 18 | 23 | 26 | 15 | 17 | 17 | 23 | 27 |
| Oyaria ... | 5 | 13 | 18 | 21 | 10 | 11 | 12 | 18 | 21 |
| Ondal ... | ... | 8 | 13 | 16 | 5 | 6 | 7 | 13 | 16 |
| Ondal-Sainthia Chord— | | | | | | | | | |
| Kajoragram† ... | 4 | 4 | 10 | 13 | 8 | ... | ... | 17 | 20 |
| Ukhra ... | 8 | ... | 6 | 9 | 12 | 14 | 14 | 21 | 24 |
| Pandaveswar ... | 13 | 6 | ... | 3 | 18 | 19 | 20 | 26 | 29 |
| Kastagram* ... | 15 | 8 | 2 | 5 | 20 | ... | ... | ... | 31 |
| Panchra ... | 19 | 11 | 6 | 9 | 23 | 25 | 25 | 31 | 35 |
| Dubrajpur ... | 22 | 15 | 10 | 13 | 27 | 28 | 29 | 35 | 38 |
| Chinpai ... | 26 | 19 | 14 | 17 | 31 | 32 | 33 | 39 | 42 |
| Suri ... | 34 | 27 | 21 | 24 | 39 | 40 | 41 | 47 | 50 |
| Konri ... | 40 | 32 | 27 | 30 | 44 | 46 | 46 | 52 | 56 |
| Kasta Branch— | | | | | | | | | |
| Raswan§ ... | 22 | 14 | 9 | 12 | 26 | 27 | 28 | 34 | 37 |
| Ondal Loop— | | | | | | | | | |
| Toposi ... | 8 | 15 | 20 | 23 | 12 | 13 | 14 | 20 | 23 |
| Ikrah ... | 10 | 17 | 23 | 26 | 15 | 16 | 17 | 23 | 22 |
| Ikrah Branch— | | | | | | | | | |
| Jamuria ... | 13 | 20 | 26 | 29 | 18 | 19 | 20 | 22 | 19 |
| Barabani ... | 17 | 25 | 30 | 33 | 22 | 23 | 24 | 17 | 14 |
| Chinchuria* ... | 21 | 28 | 33 | 36 | 22 | 23 | 24 | 14 | 11 |
| Churulia ... | 17 | 25 | 30 | 33 | 22 | 23 | 24 | 30 | 29 |
| Gaurangdi ... | 24 | 32 | 37 | 40 | 29 | 30 | 31 | 37 | 36 |
| Raniganj | 5 | 12 | 18 | 21 | ... | 2 | 2 | 9 | 12 |
| Raniganj B. P. M. Siding | 7 | 14 | 20 | 23 | 2 | ... | ... | 11 | 14 |
| Raniganj Ghat | 7 | 14 | 20 | 23 | 2 | ... | ... | 11 | 14 |
| Kalipahari | 13 | 21 | 26 | 29 | 6 | 9 | 11 | ... | 4 |
| Asansol Junc. (with B.-N. Ry.) and via. | 16 | 24 | 29 | 32 | 12 | 12 | 14 | 4 | ... |
| Borachuck* ... | 20 | 27 | 32 | 35 | 15 | 15 | 17 | 7 | 4 |
| Sitampur ... | 22 | 29 | 35 | 38 | 17 | 18 | 19 | 9 | 6 |
| Chord Line— | | | | | | | | | |
| Salanpur* ... | 25 | 32 | 37 | 40 | 20 | 21 | 22 | 12 | 9 |
| Rupnarainpur ... | 29 | 37 | 42 | 45 | 25 | 25 | 27 | 16 | 13 |
| Mihijam ... | 32 | 39 | 44 | 47 | 27 | 28 | 29 | 19 | 16 |
| Jamtara ... | 41 | 48 | 53 | 56 | 36 | 37 | 38 | 28 | 25 |
| Karmatar ... | 52 | 59 | 65 | 68 | 47 | 48 | 49 | 39 | 36 |
| Madhupur ... | 67 | 74 | 80 | 83 | 62 | 63 | 64 | 54 | 51 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

§ Closed.

† Open up to 50 mds. per consignments.

Table of Distances.

| Dhadka ● | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|----------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 165 | 121 | 126 | 156 | 158 | 160 | 162 | 166 | 167 | 172 | 187 | 190 |
| 166 | 122 | 128 | 158 | 160 | 161 | 163 | 168 | 169 | 174 | 189 | 191 |
| 153 | 109 | 115 | 145 | 147 | 148 | 150 | 155 | 156 | 160 | 176 | 178 |
| 147 | 103 | 109 | 139 | 141 | 142 | 144 | 148 | 149 | 154 | 170 | 172 |
| 142 | 98 | 104 | 134 | 136 | 137 | 139 | 144 | 145 | 150 | 165 | 167 |
| 54 | 94 | 87 | 57 | 65 | 60 | 62 | 67 | 68 | 73 | 88 | 90 |
| 50 | 90 | 83 | 53 | 61 | 56 | 58 | 63 | 64 | 69 | 84 | 86 |
| 45 | 85 | 78 | 48 | 56 | 51 | 53 | 58 | 59 | 64 | 79 | 81 |
| 38 | 78 | 72 | 42 | 49 | 45 | 47 | 51 | 52 | 57 | 73 | 75 |
| 33 | 74 | 67 | 37 | 44 | 40 | 42 | 47 | 48 | 52 | 68 | 70 |
| 29 | 69 | 62 | 32 | 40 | 35 | 37 | 42 | 43 | 48 | 63 | 65 |
| 23 | 63 | 57 | 27 | 34 | 30 | 32 | 36 | 37 | 42 | 58 | 60 |
| 18 | 59 | 52 | 22 | 29 | 25 | 27 | 32 | 33 | 37 | 53 | 55 |
| ... | ... | 55 | 25 | ... | 28 | 30 | 35 | 36 | 41 | 56 | 59 |
| 26 | 66 | 59 | 29 | 37 | 32 | 34 | 39 | 40 | 45 | 60 | 63 |
| 31 | 71 | 65 | 35 | 42 | 38 | 40 | 44 | 45 | 50 | 66 | 68 |
| ... | ... | 67 | 36 | ... | 40 | 42 | 46 | 47 | 52 | 67 | 70 |
| 37 | 77 | 70 | 40 | 48 | 43 | 45 | 50 | 51 | 56 | 71 | 73 |
| 40 | 81 | 74 | 44 | 51 | 47 | 49 | 54 | 55 | 59 | 75 | 77 |
| 44 | 85 | 78 | 48 | 55 | 51 | 53 | 57 | 58 | 63 | 79 | 81 |
| 52 | 92 | 86 | 56 | 63 | 59 | 61 | 65 | 66 | 71 | 87 | 89 |
| 58 | 98 | 91 | 61 | 69 | 64 | 66 | 71 | 72 | 77 | 92 | 94 |
| 39 | 80 | 73 | 43 | 50 | 46 | 48 | 53 | 54 | 59 | 74 | 76 |
| 26 | 54 | 47 | 18 | 24 | 22 | 24 | 28 | 29 | 34 | 49 | 52 |
| 23 | 51 | 44 | 16 | 22 | 19 | 21 | 26 | 27 | 31 | 47 | 49 |
| 21 | 50 | 43 | 13 | 19 | 16 | 18 | 23 | 24 | 28 | 44 | 46 |
| 17 | 45 | 39 | 9 | 15 | 12 | 14 | 18 | 19 | 24 | 40 | 42 |
| 14 | 42 | 35 | 5 | 12 | 8 | 10 | 15 | 16 | 21 | 36 | 39 |
| 32 | 60 | 53 | 23 | 30 | 26 | 28 | 33 | 34 | 39 | 54 | 56 |
| 39 | 67 | 60 | 30 | 37 | 33 | 35 | 40 | 41 | 46 | 61 | 63 |
| 14 | 54 | 47 | 17 | 25 | 20 | 22 | 27 | 28 | 33 | 48 | 51 |
| 16 | 56 | 49 | 19 | 27 | 22 | 24 | 30 | 31 | 35 | 50 | 53 |
| 16 | 56 | 49 | 19 | 27 | 22 | 24 | 30 | 31 | 35 | 50 | 53 |
| 6 | 46 | 39 | 9 | 17 | 12 | 14 | 19 | 20 | 25 | 40 | 42 |
| 3 | 43 | 36 | 6 | 13 | 9 | 11 | 16 | 17 | 22 | 37 | 39 |
| 6 | 40 | 33 | 3 | 10 | 6 | 8 | 12 | 13 | 18 | 34 | 36 |
| 9 | 37 | 31 | ... | 8 | 4 | 6 | 10 | 11 | 16 | 31 | 34 |
| 11 | 34 | 28 | 3 | 5 | 6 | 8 | 13 | 14 | 19 | 34 | 36 |
| 16 | 30 | 23 | 8 | 10 | 11 | 13 | 17 | 18 | 23 | 39 | 41 |
| 19 | 27 | 21 | 10 | 12 | 13 | 15 | 20 | 21 | 26 | 41 | 44 |
| 28 | 18 | 12 | 19 | 21 | 22 | 24 | 29 | 30 | 35 | 50 | 53 |
| 39 | 7 | ... | 31 | 32 | 34 | 36 | 40 | 41 | 46 | 62 | 64 |
| 54 | 10 | 15 | 45 | 47 | 49 | 51 | 55 | 56 | 61 | 76 | 79 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kallipahari | Asansol |
|------------------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|-------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| North Line—(Contd.)— | | | | | | | | | |
| Giridih Branch— | | | | | | | | | |
| Jagdishpur ... | 75 | 82 | 87 | 90 | 70 | 71 | 72 | 62 | 59 |
| Maheshmunda ... | 84 | 91 | 96 | 99 | 79 | 80 | 81 | 71 | 68 |
| Giridih ... | 91 | 98 | 103 | 106 | 86 | 86 | 88 | 78 | 75 |
| Jasidih ... | 85 | 92 | 98 | 101 | 80 | 81 | 82 | 72 | 69 |
| Baidyanath Dham ... | 89 | 96 | 102 | 105 | 84 | 85 | 86 | 76 | 73 |
| Simultala ... | 101 | 108 | 113 | 116 | 96 | 97 | 98 | 88 | 85 |
| Jhajha ... | 112 | 120 | 125 | 128 | 108 | 108 | 110 | 99 | 96 |
| Gidhaur ... | 119 | 127 | 132 | 135 | 115 | 115 | 117 | 107 | 103 |
| Jamooee ... | 128 | 136 | 141 | 144 | 124 | 124 | 126 | 116 | 113 |
| Mananpur ... | 137 | 144 | 150 | 153 | 132 | 133 | 134 | 124 | 121 |
| Kiul Jn.* ... | 146 | 153 | 158 | 161 | 141 | 142 | 143 | 133 | 130 |
| Luckeesarai ... | 147 | 154 | 159 | 162 | 142 | 142 | 144 | 134 | 131 |
| S. B. Railway— | | | | | | | | | |
| Sirari ... | 156 | 163 | 169 | 172 | 151 | 152 | 153 | 143 | 140 |
| Sheikhpura ... | 162 | 170 | 175 | 178 | 158 | 158 | 160 | 149 | 146 |
| Kashi-Chak ... | 172 | 179 | 184 | 187 | 167 | 167 | 169 | 159 | 156 |
| Warisaliganj ... | 178 | 185 | 191 | 194 | 173 | 174 | 175 | 165 | 162 |
| Baghi-Bardih ... | 183 | 190 | 195 | 198 | 178 | 179 | 180 | 170 | 167 |
| Nawadah ... | 190 | 197 | 202 | 205 | 185 | 186 | 187 | 177 | 174 |
| Tilaiya ... | 196 | 203 | 208 | 211 | 191 | 192 | 193 | 183 | 180 |
| Jamuawan ... | 189 | 196 | 201 | 204 | 184 | 185 | 186 | 176 | 173 |
| Wazirganj ... | 184 | 192 | 197 | 200 | 180 | 180 | 182 | 172 | 169 |
| Palmar* ... | 177 | 185 | 190 | 193 | 173 | 173 | 175 | 164 | 161 |
| Mankatha ... | 150 | 157 | 163 | 166 | 145 | 146 | 147 | 137 | 134 |
| Burhee ... | 156 | 163 | 169 | 172 | 151 | 152 | 153 | 143 | 140 |
| Dumra ... | 160 | 167 | 172 | 175 | 155 | 155 | 157 | 147 | 144 |
| Tal* ... | 164 | 171 | 177 | 180 | 159 | 160 | 161 | 151 | 148 |
| Mokameh Jn. ... | 167 | 174 | 180 | 183 | 162 | 163 | 164 | 154 | 151 |
| Mokameh Ghat Junc. (with B. & N.-W. Ry.) and via† | 165 | 173 | 178 | 181 | 161 | 161 | 163 | 152 | 149 |
| More* ... | 171 | 179 | 184 | 187 | 167 | 167 | 169 | 159 | 156 |
| Pandarak ... | 177 | 184 | 189 | 192 | 172 | 172 | 174 | 164 | 161 |
| Barh ... | 183 | 190 | 196 | 199 | 178 | 179 | 180 | 170 | 167 |
| Athmal Gola ... | 189 | 196 | 201 | 204 | 184 | 184 | 186 | 176 | 173 |
| Bukhtiarpur Junc. (with B. B. L. Ry.) and via. | 194 | 201 | 207 | 210 | 189 | 190 | 191 | 181 | 178 |
| Karowta* ... | 200 | 207 | 212 | 215 | 195 | 196 | 197 | 187 | 184 |
| Khusrupur ... | 203 | 211 | 216 | 219 | 199 | 199 | 201 | 191 | 187 |
| Futwah Jn. (with E. I. Ry.) and via. | 209 | 216 | 221 | 224 | 204 | 205 | 206 | 196 | 193 |
| Banka Ghat ... | 212 | 220 | 225 | 228 | 208 | 208 | 210 | 200 | 196 |
| Patna City and Ghat ... | 216 | 224 | 229 | 232 | 212 | 212 | 214 | 203 | 200 |
| Gulzarbagh* ... | 218 | 225 | 231 | 234 | 213 | 214 | 215 | 205 | 202 |
| Patna Junction ... | 222 | 230 | 235 | 238 | 218 | 218 | 220 | 210 | 206 |
| Patna-Gaya Branch— | | | | | | | | | |
| Poonpoo ... | 225 | 233 | 238 | 241 | 221 | 221 | 223 | 212 | 209 |
| Taregna ... | 215 | 222 | 228 | 231 | 210 | 211 | 212 | 202 | 199 |
| Nadaul ... | 211 | 218 | 224 | 227 | 206 | 207 | 208 | 198 | 195 |
| Jehanabad ... | 206 | 213 | 218 | 221 | 201 | 202 | 203 | 193 | 190 |
| Irki* ... | 204 | 211 | 217 | 220 | 199 | 200 | 201 | 191 | 188 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

Table of Distances.

| Dhadka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 62 | 18 | 23 | 53 | 55 | 56 | 58 | 63 | 64 | 69 | 84 | 87 |
| 71 | 27 | 32 | 62 | 64 | 65 | 67 | 72 | 73 | 78 | 93 | 96 |
| 77 | 33 | 39 | 69 | 71 | 72 | 74 | 79 | 80 | 85 | 100 | 102 |
| 72 | 28 | 33 | 63 | 65 | 67 | 69 | 73 | 74 | 79 | 94 | 97 |
| 76 | 32 | 37 | 67 | 69 | 71 | 73 | 77 | 78 | 83 | 98 | 101 |
| 87 | 43 | 49 | 79 | 81 | 82 | 84 | 89 | 90 | 95 | 110 | 112 |
| 99 | 55 | 61 | 91 | 93 | 94 | 96 | 100 | 101 | 106 | 122 | 124 |
| 106 | 62 | 68 | 98 | 100 | 101 | 103 | 107 | 108 | 113 | 129 | 131 |
| 115 | 71 | 77 | 107 | 109 | 110 | 112 | 117 | 118 | 122 | 138 | 140 |
| 124 | 80 | 85 | 116 | 117 | 119 | 121 | 125 | 126 | 131 | 147 | 149 |
| 133 | 89 | 94 | 124 | 126 | 127 | 129 | 134 | 135 | 140 | 155 | 158 |
| 133 | 89 | 95 | 125 | 127 | 128 | 130 | 135 | 136 | 141 | 156 | 158 |
| 143 | 99 | 104 | 134 | 136 | 138 | 140 | 144 | 145 | 150 | 165 | 168 |
| 149 | 105 | 111 | 141 | 143 | 144 | 146 | 150 | 151 | 156 | 172 | 174 |
| 158 | 114 | 120 | 150 | 152 | 153 | 155 | 160 | 161 | 166 | 172 | 174 |
| 165 | 121 | 126 | 156 | 158 | 160 | 162 | 166 | 167 | 172 | 166 | 168 |
| 168 | 125 | 131 | 161 | 163 | 164 | 166 | 171 | 172 | 176 | 161 | 163 |
| 176 | 132 | 138 | 168 | 170 | 171 | 173 | 175 | 176 | 169 | 154 | 156 |
| 182 | 143 | 149 | 174 | 181 | 171 | 169 | 165 | 166 | 159 | 143 | 145 |
| 176 | 150 | 156 | 167 | 175 | 164 | 162 | 158 | 159 | 152 | 136 | 139 |
| 171 | 154 | 160 | 163 | 170 | 160 | 158 | 153 | 154 | 147 | 132 | 134 |
| 164 | 162 | 167 | 156 | 163 | 153 | 151 | 146 | 147 | 140 | 125 | 127 |
| 137 | 93 | 98 | 129 | 130 | 132 | 134 | 138 | 139 | 144 | 160 | 162 |
| 143 | 99 | 104 | 134 | 136 | 138 | 140 | 144 | 145 | 150 | 165 | 168 |
| 146 | 102 | 108 | 138 | 140 | 141 | 143 | 148 | 149 | 154 | 169 | 171 |
| 151 | 107 | 112 | 142 | 144 | 146 | 148 | 152 | 153 | 158 | 173 | 176 |
| 154 | 110 | 115 | 145 | 147 | 149 | 151 | 155 | 156 | 161 | 176 | 179 |
| 152 | 108 | 114 | 144 | 146 | 147 | 149 | 153 | 154 | 159 | 175 | 177 |
| 158 | 114 | 120 | 150 | 152 | 153 | 155 | 160 | 161 | 165 | 181 | 183 |
| 163 | 119 | 125 | 155 | 157 | 158 | 160 | 165 | 166 | 171 | 186 | 188 |
| 170 | 126 | 131 | 161 | 163 | 165 | 167 | 171 | 172 | 177 | 192 | 195 |
| 175 | 131 | 137 | 167 | 169 | 170 | 172 | 177 | 178 | 183 | 198 | 200 |
| 181 | 137 | 142 | 173 | 174 | 176 | 178 | 182 | 183 | 188 | 204 | 206 |
| 186 | 142 | 148 | 178 | 180 | 181 | 183 | 188 | 189 | 194 | 204 | 206 |
| 190 | 146 | 152 | 182 | 184 | 185 | 187 | 191 | 192 | 197 | 200 | 202 |
| 195 | 151 | 157 | 187 | 189 | 190 | 192 | 197 | 198 | 203 | 195 | 197 |
| 199 | 155 | 161 | 191 | 193 | 194 | 196 | 200 | 201 | 206 | 191 | 193 |
| 203 | 159 | 165 | 195 | 197 | 198 | 200 | 204 | 205 | 203 | 187 | 189 |
| 205 | 161 | 166 | 196 | 198 | 200 | 202 | 206 | 207 | 201 | 185 | 188 |
| 209 | 165 | 171 | 201 | 203 | 204 | 206 | 202 | 203 | 196 | 181 | 183 |
| 212 | 173 | 179 | 204 | 203 | 201 | 199 | 194 | 195 | 188 | 173 | 175 |
| 202 | 183 | 189 | 194 | 201 | 190 | 188 | 184 | 185 | 178 | 163 | 165 |
| 198 | 188 | 193 | 189 | 197 | 186 | 184 | 180 | 181 | 174 | 158 | 161 |
| 192 | 193 | 198 | 184 | 192 | 181 | 179 | 175 | 176 | 169 | 153 | 155 |
| 191 | 195 | 200 | 182 | 190 | 179 | 177 | 173 | 174 | 167 | 151 | 154 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
|-------------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Chord Line—(Contd.) | | | | | | | | | |
| Patna-Gaya Branch—(Contd.) | | | | | | | | | |
| Tehta ... | 198 | 205 | 210 | 213 | 193 | 194 | 195 | 185 | 182 |
| Makhdumpur-Gya ... | 195 | 203 | 208 | 211 | 191 | 191 | 193 | 183 | 179 |
| Bela ... | 189 | 196 | 201 | 204 | 184 | 184 | 186 | 176 | 173 |
| Chakand ... | 182 | 190 | 195 | 198 | 178 | 178 | 180 | 170 | 167 |
| Digha Ghat Jn. (with B. & N.- W. Ry.) & via. | 227 | 235 | 240 | 243 | 223 | 223 | 225 | 215 | 212 |
| Phulwari Shariff ... | 226 | 233 | 239 | 242 | 221 | 221 | 223 | 213 | 210 |
| Dinapore ... | 228 | 236 | 241 | 244 | 224 | 224 | 226 | 216 | 212 |
| Neora* ... | 232 | 239 | 245 | 248 | 227 | 228 | 229 | 219 | 216 |
| Sadisopur ... | 236 | 244 | 249 | 252 | 232 | 232 | 234 | 224 | 220 |
| Bihta ... | 239 | 247 | 252 | 255 | 235 | 235 | 237 | 226 | 223 |
| Koilwar* ... | 244 | 252 | 257 | 260 | 240 | 240 | 242 | 232 | 228 |
| Kulhuria ... | 247 | 254 | 259 | 262 | 242 | 243 | 244 | 234 | 231 |
| Arrah Jn. (with A. S. L. Ry.) and via | 253 | 260 | 265 | 268 | 248 | 249 | 250 | 240 | 237 |
| Karisath* ... | 259 | 266 | 272 | 275 | 254 | 255 | 256 | 246 | 243 |
| Behea ... | 266 | 274 | 279 | 282 | 262 | 262 | 264 | 253 | 250 |
| Banahi ... | 270 | 277 | 282 | 285 | 265 | 266 | 267 | 257 | 254 |
| Raghunathpur ... | 275 | 283 | 288 | 291 | 271 | 271 | 273 | 262 | 259 |
| Twining Ganj ... | 281 | 288 | 293 | 296 | 276 | 276 | 278 | 268 | 265 |
| Dumraon ... | 285 | 293 | 298 | 301 | 281 | 281 | 283 | 273 | 269 |
| Baruna* ... | 290 | 297 | 302 | 305 | 285 | 286 | 287 | 277 | 274 |
| Buxar ... | 295 | 303 | 308 | 311 | 291 | 291 | 293 | 283 | 280 |
| Chausa ... | 302 | 310 | 315 | 318 | 298 | 298 | 300 | 289 | 286 |
| Gahmar ... | 308 | 316 | 321 | 324 | 304 | 304 | 306 | 295 | 292 |
| Bhadaura* ... | 313 | 320 | 326 | 329 | 308 | 309 | 310 | 300 | 297 |
| Dildarnagar Jn. ... | 318 | 325 | 331 | 334 | 313 | 314 | 315 | 305 | 302 |
| Tari Ghat Branch— | | | | | | | | | |
| Nagsar§ ... | 324 | 332 | 337 | 340 | 320 | 320 | 322 | 311 | 308 |
| Tari Ghat ... | 330 | 337 | 342 | 345 | 325 | 325 | 327 | 317 | 314 |
| Zamania ... | 326 | 334 | 339 | 342 | 322 | 322 | 324 | 314 | 310 |
| Dheena ... | 322 | 330 | 335 | 338 | 318 | 318 | 320 | 310 | 307 |
| Sakaldiha ... | 314 | 321 | 327 | 330 | 309 | 310 | 311 | 301 | 298 |
| Kuchman* ... | 309 | 317 | 322 | 325 | 305 | 305 | 307 | 296 | 293 |
| Grand Chord— | | | | | | | | | |
| Kulti ... | 25 | 32 | 38 | 41 | 20 | 21 | 22 | 12 | 9 |
| Barakar ... | 27 | 34 | 40 | 43 | 22 | 23 | 24 | 14 | 11 |
| Kumhardubhi* ... | 29 | 36 | 41 | 44 | 24 | 25 | 26 | 16 | 13 |
| Mugma ... | 32 | 39 | 44 | 47 | 27 | 27 | 30 | 19 | 16 |
| Kalooobathan ... | 37 | 45 | 50 | 53 | 33 | 33 | 35 | 25 | 22 |
| Chhota Ambona ... | 43 | 51 | 56 | 59 | 39 | 39 | 41 | 31 | 27 |
| Pradhankhanta ... | 47 | 54 | 60 | 63 | 42 | 43 | 44 | 34 | 31 |
| Dhanbad ... | 53 | 60 | 66 | 69 | 48 | 49 | 50 | 40 | 37 |
| Jherriah Branch— | | | | | | | | | |
| Kusunda ... | 55 | 63 | 68 | 71 | 51 | 51 | 53 | 42 | 39 |
| Bansjora* ... | 58 | 65 | 70 | 73 | 53 | 54 | 55 | 45 | 42 |
| Jherriah ... | 57 | 64 | 70 | 73 | 52 | 53 | 54 | 44 | 41 |
| Pathardihi ... | 62 | 70 | 75 | 78 | 58 | 58 | 60 | 49 | 46 |
| Sijua ... | 59 | 67 | 72 | 75 | 55 | 55 | 57 | 47 | 43 |
| Katrasgarh ... | 61 | 68 | 74 | 77 | 56 | 57 | 58 | 48 | 45 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

Table of Distances.

| Dhadka | Jainti Siding | Karnatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kalobathian | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 185 | 180 | 196 | 176 | 184 | 173 | 171 | 167 | 168 | 161 | 145 | 148 |
| 182 | 188 | 193 | 174 | 181 | 171 | 169 | 164 | 165 | 158 | 143 | 145 |
| 175 | 181 | 187 | 167 | 174 | 164 | 162 | 157 | 158 | 152 | 136 | 138 |
| 169 | 175 | 180 | 161 | 168 | 158 | 156 | 151 | 152 | 145 | 130 | 132 |
| 214 | 170 | 176 | 206 | 208 | 209 | 211 | 207 | 208 | 202 | 186 | 188 |
| 213 | 168 | 174 | 205 | 207 | 208 | 210 | 206 | 207 | 200 | 185 | 187 |
| 215 | 171 | 177 | 207 | 209 | 210 | 212 | 208 | 209 | 202 | 187 | 189 |
| 219 | 175 | 180 | 210 | 212 | 214 | 216 | 212 | 213 | 206 | 191 | 193 |
| 223 | 179 | 185 | 215 | 217 | 218 | 220 | 216 | 217 | 210 | 195 | 197 |
| 226 | 182 | 188 | 218 | 220 | 221 | 223 | 219 | 220 | 213 | 198 | 200 |
| 231 | 187 | 193 | 223 | 225 | 226 | 228 | 224 | 225 | 218 | 203 | 205 |
| 233 | 189 | 195 | 225 | 227 | 228 | 230 | 227 | 228 | 221 | 205 | 208 |
| 240 | 196 | 201 | 231 | 233 | 234 | 236 | 233 | 234 | 227 | 211 | 214 |
| 246 | 202 | 207 | 237 | 239 | 241 | 243 | 239 | 240 | 233 | 218 | 220 |
| 253 | 209 | 215 | 245 | 247 | 248 | 250 | 246 | 247 | 240 | 225 | 227 |
| 257 | 213 | 218 | 248 | 250 | 251 | 253 | 250 | 251 | 244 | 228 | 231 |
| 262 | 218 | 224 | 254 | 256 | 257 | 259 | 255 | 256 | 249 | 234 | 236 |
| 267 | 223 | 229 | 259 | 261 | 262 | 264 | 261 | 262 | 255 | 239 | 241 |
| 272 | 228 | 234 | 264 | 266 | 267 | 269 | 265 | 266 | 259 | 244 | 246 |
| 276 | 232 | 238 | 268 | 270 | 271 | 273 | 270 | 271 | 264 | 248 | 251 |
| 282 | 238 | 244 | 274 | 276 | 277 | 279 | 275 | 276 | 270 | 254 | 256 |
| 289 | 245 | 251 | 281 | 283 | 284 | 286 | 282 | 283 | 276 | 261 | 263 |
| 295 | 251 | 257 | 287 | 289 | 290 | 292 | 288 | 289 | 282 | 267 | 269 |
| 300 | 256 | 261 | 291 | 293 | 295 | 297 | 293 | 294 | 287 | 272 | 274 |
| 305 | 261 | 266 | 296 | 298 | 300 | 302 | 298 | 299 | 292 | 277 | 279 |
| 311 | 267 | 273 | 303 | 305 | 306 | 308 | 304 | 305 | 298 | 282 | 285 |
| 316 | 272 | 278 | 308 | 310 | 311 | 313 | 310 | 311 | 304 | 288 | 290 |
| 313 | 269 | 275 | 305 | 306 | 306 | 304 | 299 | 300 | 293 | 278 | 280 |
| 309 | 277 | 282 | 301 | 308 | 298 | 296 | 291 | 292 | 285 | 270 | 272 |
| 301 | 285 | 291 | 292 | 300 | 289 | 287 | 283 | 284 | 277 | 261 | 264 |
| 296 | 290 | 296 | 288 | 295 | 285 | 283 | 278 | 279 | 272 | 257 | 259 |
| 12 | 40 | 34 | 4 | 11 | ... | 2 | 7 | 8 | 13 | 28 | 31 |
| 14 | 42 | 36 | 6 | 13 | 2 | ... | 5 | 6 | 11 | 26 | 29 |
| 15 | 44 | 37 | 7 | 15 | 4 | 2 | 3 | 4 | 9 | 25 | 27 |
| 18 | 47 | 40 | 10 | 17 | 7 | 5 | ... | 1 | 6 | 22 | 24 |
| 24 | 53 | 46 | 16 | 23 | 13 | 11 | 6 | 7 | ... | 16 | 18 |
| 30 | 59 | 52 | 22 | 29 | 19 | 17 | 12 | 13 | 6 | 10 | 12 |
| 34 | 62 | 56 | 25 | 33 | 22 | 20 | 16 | 17 | 10 | 6 | 9 |
| 40 | 68 | 62 | 31 | 39 | 28 | 26 | 22 | 23 | 16 | ... | 3 |
| 42 | 70 | 64 | 34 | 41 | 31 | 29 | 24 | 25 | 18 | 3 | ... |
| 44 | 73 | 66 | 36 | 44 | 33 | 31 | 27 | 28 | 21 | 5 | 3 |
| 44 | 72 | 66 | 36 | 43 | 32 | 30 | 26 | 27 | 20 | 5 | 9 |
| 49 | 77 | 71 | 41 | 48 | 38 | 36 | 31 | 32 | 25 | 10 | 12 |
| 46 | 75 | 68 | 38 | 45 | 35 | 33 | 28 | 29 | 22 | 7 | 5 |
| 48 | 76 | 70 | 40 | 47 | 36 | 34 | 30 | 31 | 24 | 9 | 6 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
|---------------------------------------------|--------|--------|-------------|----------------|----------|-----------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Grand Chord—(Contd.)— | | | | | | | | | |
| Tetulmari | 59 | 66 | 71 | 74 | 54 | 54 | 56 | 46 | 43 |
| Matari* | 65 | 73 | 78 | 81 | 61 | 61 | 63 | 53 | 49 |
| Gomoh Jn. (with B.-N. Ry.) and via. | 71 | 78 | 84 | 87 | 66 | 67 | 68 | 58 | 55 |
| Gomoh-Chandrapura-Barkakana Section— | | | | | | | | | |
| Telo | 77 | 84 | 89 | 92 | 72 | 73 | 74 | 64 | 61 |
| Chandrapura Jn. | 82 | 89 | 94 | 97 | 77 | 78 | 79 | 69 | 66 |
| Phusro | 89 | 96 | 101 | 104 | 84 | 85 | 86 | 76 | 73 |
| Bermo | 93 | 100 | 105 | 108 | 88 | 89 | 90 | 80 | 77 |
| Jarangdih* | 94 | 102 | 107 | 110 | 90 | 91 | 92 | 81 | 78 |
| Gomia | 102 | 109 | 114 | 117 | 97 | 98 | 99 | 89 | 86 |
| Chainpur | 121 | 128 | 133 | 136 | 116 | 117 | 118 | 108 | 105 |
| Danea | 113 | 120 | 125 | 128 | 108 | 109 | 110 | 100 | 97 |
| Ranchi Road... .. | 129 | 136 | 141 | 144 | 124 | 125 | 126 | 116 | 113 |
| Barkakana Jn. | 134 | 142 | 147 | 150 | 130 | 130 | 132 | 121 | 118 |
| Barkakana-Daltonganj Section— | | | | | | | | | |
| Bhurkunda | 141 | 148 | 154 | 157 | 136 | 136 | 138 | 128 | 125 |
| Patratu | 146 | 154 | 159 | 162 | 142 | 142 | 144 | 133 | 130 |
| Hendegir | 156 | 163 | 169 | 172 | 151 | 151 | 153 | 143 | 140 |
| Ray | 164 | 172 | 177 | 180 | 160 | 160 | 162 | 152 | 148 |
| Khalari (a) | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Mc Cluskieganj | 172 | 180 | 185 | 188 | 168 | 168 | 170 | 160 | 157 |
| Mahuamilan | 182 | 190 | 195 | 198 | 178 | 178 | 180 | 169 | 166 |
| Tori | 186 | 194 | 199 | 202 | 182 | 182 | 184 | 173 | 170 |
| Richughuta | 197 | 205 | 210 | 213 | 193 | 193 | 195 | 185 | 182 |
| Latehar | 207 | 214 | 219 | 222 | 202 | 202 | 204 | 194 | 191 |
| Kumandih | 214 | 222 | 227 | 230 | 210 | 210 | 212 | 202 | 199 |
| Chhipadohar | 226 | 233 | 238 | 241 | 221 | 221 | 223 | 213 | 210 |
| Barwadih | 232 | 239 | 244 | 247 | 227 | 227 | 229 | 219 | 216* |
| Kechki | 239 | 247 | 252 | 255 | 235 | 235 | 237 | 227 | 224 |
| Nimia Ghat | 78 | 85 | 90 | 93 | 73 | 73 | 75 | 65 | 62 |
| Parasnath | 82 | 90 | 95 | 98 | 78 | 78 | 80 | 70 | 66 |
| Chowdhariband | 88 | 95 | 101 | 104 | 83 | 84 | 85 | 75 | 72 |
| Chichaki | 93 | 100 | 106 | 109 | 88 | 89 | 90 | 80 | 77 |
| Hazaribagh Road | 99 | 106 | 112 | 115 | 94 | 95 | 96 | 86 | 83 |
| Chobe | 106 | 113 | 118 | 121 | 101 | 102 | 103 | 93 | 90 |
| Parasabad | 113 | 120 | 125 | 128 | 108 | 109 | 110 | 100 | 97 |
| Sarmatand | 119 | 126 | 131 | 134 | 114 | 114 | 116 | 106 | 103 |
| Hirodih | 123 | 131 | 136 | 139 | 119 | 119 | 121 | 111 | 107 |
| Kodarma | 129 | 136 | 142 | 145 | 124 | 125 | 126 | 116 | 113 |
| Gujhandi | 135 | 143 | 148 | 151 | 131 | 131 | 133 | 122 | 119 |
| Dilwa* | 140 | 147 | 152 | 155 | 135 | 135 | 137 | 127 | 124 |
| Gurpa | 149 | 156 | 162 | 165 | 144 | 145 | 146 | 136 | 133 |
| Paharpur | 156 | 164 | 169 | 172 | 152 | 152 | 154 | 143 | 140 |
| Tankuppa | 164 | 171 | 177 | 180 | 159 | 160 | 161 | 151 | 148 |

(a) Opened up to 50 mds. per consignment.

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

Table of Distances.

| Dhaka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 45 | 74 | 67 | 37 | 44 | 34 | 32 | 27 | 28 | 22 | 6 | 8 |
| 52 | 81 | 74 | 44 | 51 | 41 | 39 | 34 | 35 | 28 | 13 | 15 |
| 58 | 86 | 80 | 50 | 57 | 46 | 44 | 40 | 41 | 34 | 19 | 21 |
| 64 | 92 | 85 | 55 | 63 | 52 | 50 | 46 | 47 | 40 | 24 | 27 |
| 69 | 96 | 90 | 60 | 68 | 57 | 55 | 50 | 51 | 45 | 29 | 31 |
| 76 | 103 | 97 | 67 | 75 | 64 | 62 | 57 | 58 | 52 | 36 | 38 |
| 80 | 107 | 101 | 71 | 79 | 68 | 66 | 61 | 62 | 56 | 40 | 42 |
| 81 | 109 | 103 | 73 | 81 | 70 | 68 | 63 | 64 | 57 | 42 | 44 |
| 89 | 116 | 110 | 80 | 88 | 77 | 75 | 70 | 70 | 65 | 49 | 51 |
| 108 | 136 | 129 | 99 | 107 | 96 | 94 | 89 | 90 | 84 | 68 | 70 |
| 100 | 127 | 121 | 91 | 99 | 88 | 86 | 81 | 82 | 76 | 60 | 62 |
| 116 | 143 | 137 | 107 | 115 | 104 | 102 | 97 | 98 | 92 | 76 | 78 |
| 121 | 149 | 143 | 113 | 120 | 110 | 108 | 103 | 104 | 97 | 82 | 84 |
| 128 | 156 | 150 | 119 | 127 | 116 | 114 | 110 | 111 | 104 | 88 | 90 |
| 133 | 162 | 155 | 125 | 132 | 122 | 120 | 115 | 116 | 109 | 94 | 96 |
| 143 | 172 | 165 | 134 | 142 | 131 | 129 | 125 | 126 | 119 | 103 | 106 |
| 151 | 180 | 173 | 142 | 151 | 140 | 138 | 133 | 134 | 127 | 112 | 114 |
| 160 | 188 | 181 | 151 | 159 | 148 | 146 | 141 | 142 | 135 | 120 | 122 |
| 169 | 198 | 191 | 161 | 168 | 158 | 156 | 151 | 152 | 145 | 130 | 132 |
| 173 | 202 | 195 | 165 | 172 | 162 | 160 | 155 | 156 | 149 | 134 | 136 |
| 185 | 213 | 206 | 176 | 184 | 173 | 171 | 166 | 167 | 160 | 145 | 147 |
| 194 | 222 | 215 | 185 | 193 | 182 | 180 | 175 | 176 | 170 | 154 | 156 |
| 202 | 230 | 223 | 193 | 201 | 190 | 188 | 183 | 184 | 177 | 162 | 164 |
| 213 | 241 | 234 | 204 | 212 | 201 | 199 | 195 | 196 | 189 | 173 | 175 |
| 219 | 246 | 240 | 210 | 218 | 207 | 205 | 201 | 202 | 195 | 179 | 181 |
| 227 | 254 | 248 | 218 | 226 | 215 | 213 | 208 | 209 | 202 | 187 | 189 |
| 64 | 93 | 86 | 56 | 63 | 53 | 51 | 46 | 47 | 41 | 25 | 27 |
| 69 | 98 | 91 | 61 | 68 | 58 | 56 | 51 | 52 | 45 | 30 | 32 |
| 75 | 103 | 97 | 67 | 74 | 63 | 61 | 57 | 58 | 51 | 36 | 38 |
| 80 | 108 | 102 | 72 | 79 | 68 | 66 | 62 | 63 | 56 | 41 | 43 |
| 86 | 114 | 108 | 78 | 85 | 74 | 72 | 68 | 69 | 62 | 47 | 49 |
| 92 | 121 | 114 | 84 | 91 | 81 | 79 | 74 | 75 | 69 | 53 | 55 |
| 99 | 128 | 121 | 91 | 99 | 88 | 86 | 82 | 83 | 76 | 60 | 62 |
| 105 | 134 | 127 | 97 | 104 | 94 | 92 | 87 | 88 | 82 | 66 | 68 |
| 110 | 139 | 132 | 102 | 109 | 99 | 97 | 92 | 93 | 86 | 71 | 73 |
| 116 | 144 | 138 | 108 | 115 | 104 | 102 | 98 | 99 | 92 | 77 | 79 |
| 122 | 150 | 144 | 114 | 121 | 111 | 109 | 104 | 105 | 98 | 83 | 85 |
| 126 | 155 | 148 | 118 | 125 | 115 | 113 | 109 | 110 | 103 | 87 | 89 |
| 136 | 164 | 158 | 127 | 135 | 124 | 122 | 118 | 119 | 112 | 96 | 99 |
| 143 | 171 | 165 | 135 | 142 | 132 | 130 | 125 | 126 | 119 | 104 | 106 |
| 151 | 175 | 173 | 142 | 150 | 139 | 137 | 133 | 134 | 127 | 111 | 114 |

Table of Distances.

| Stations to | Onal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol |
|---------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|-----------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Grand Chord—(Contd.) | | | | | | | | | |
| Bandhua ... | 169 | 176 | 181 | 184 | 164 | 165 | 166 | 156 | 153 |
| Manpur ... | 173 | 181 | 186 | 189 | 169 | 169 | 171 | 160 | 157 |
| Gaya ... | 176 | 184 | 189 | 192 | 172 | 172 | 174 | 164 | 161 |
| Kastha † | 182 | 189 | 194 | 197 | 177 | 178 | 179 | 169 | 166 |
| Paralya ... | 186 | 193 | 199 | 202 | 181 | 182 | 183 | 173 | 170 |
| Gururu ... | 190 | 197 | 202 | 205 | 185 | 186 | 187 | 177 | 174 |
| Ismaulpore ... | 194 | 201 | 207 | 210 | 189 | 190 | 191 | 181 | 178 |
| Rafiganj ... | 200 | 207 | 212 | 215 | 195 | 196 | 197 | 187 | 184 |
| Jakhim ... | 207 | 214 | 219 | 222 | 202 | 202 | 204 | 194 | 191 |
| Phesar ... | 213 | 221 | 226 | 229 | 209 | 209 | 211 | 201 | 198 |
| Palmerganj ... | 219 | 226 | 232 | 235 | 214 | 215 | 216 | 206 | 203 |
| Sone East Bank ... | 226 | 233 | 238 | 241 | 221 | 222 | 223 | 213 | 210 |
| Daltonganj Branch— | | | | | | | | | |
| Ankorha ... | 236 | 243 | 248 | 251 | 231 | 231 | 233 | 223 | 220 |
| Nabinagar Road ... | 244 | 252 | 257 | 260 | 240 | 240 | 242 | 232 | 228 |
| Japla ... | 254 | 262 | 267 | 270 | 250 | 250 | 252 | 241 | 238 |
| Haidarnagar ... | 259 | 266 | 271 | 274 | 254 | 254 | 256 | 246 | 243 |
| Mohammadganj ... | 266 | 273 | 279 | 282 | 261 | 262 | 263 | 253 | 250 |
| Untari Road ... | 273 | 281 | 286 | 289 | 269 | 269 | 271 | 260 | 257 |
| Garhwa Road ... | 269 | 277 | 282 | 285 | 265 | 266 | 267 | 257 | 253 |
| Rajhara ... | 260 | 267 | 272 | 275 | 255 | 256 | 257 | 247 | 244 |
| Daltonganj ... | 249 | 256 | 261 | 264 | 244 | 245 | 246 | 236 | 233 |
| Dehri-on-Sone and via | | | | | | | | | |
| Karwandi ... | 229 | 237 | 242 | 245 | 225 | 225 | 227 | 217 | 213 |
| Sasaram Jn. (with A. S. L. Ry.) | 236 | 243 | 248 | 251 | 231 | 232 | 233 | 223 | 220 |
| and via. | 240 | 248 | 253 | 256 | 236 | 236 | 238 | 228 | 225 |
| Kumhau ... | 245 | 253 | 258 | 261 | 241 | 241 | 243 | 233 | 229 |
| Shiu Sagar Road ... | 249 | 256 | 261 | 264 | 244 | 245 | 246 | 236 | 233 |
| Kudra ... | 256 | 263 | 269 | 272 | 251 | 252 | 253 | 243 | 240 |
| Pusauli ... | 262 | 269 | 274 | 277 | 257 | 257 | 259 | 249 | 246 |
| Muthani* ... | 267 | 274 | 279 | 282 | 262 | 263 | 264 | 254 | 251 |
| Bhabua Road ... | 270 | 277 | 288 | 291 | 265 | 266 | 267 | 257 | 254 |
| Durgauti ... | 276 | 283 | 288 | 291 | 271 | 271 | 273 | 263 | 260 |
| Karmnasa ... | 283 | 290 | 295 | 298 | 278 | 279 | 280 | 270 | 267 |
| Saiyadraja ... | 288 | 295 | 300 | 303 | 283 | 284 | 285 | 275 | 272 |
| Chandauli Majhwar ... | 293 | 300 | 306 | 309 | 288 | 289 | 290 | 280 | 277 |
| Ganj Khwaja* ... | 298 | 306 | 311 | 314 | 294 | 294 | 296 | 286 | 283 |
| Moghal Sarai Junc. ... | | | | | | | | | |
| Jeonathpur ... | 303 | 310 | 315 | 318 | 298 | 298 | 300 | 290 | 287 |
| Ahaura Road ... | 307 | 315 | 320 | 323 | 303 | 303 | 305 | 295 | 291 |
| Kylahat ... | 311 | 318 | 324 | 327 | 306 | 307 | 308 | 298 | 295 |
| Chunar ... | 316 | 324 | 329 | 332 | 312 | 312 | 314 | 304 | 300 |
| | 322 | 330 | 335 | 338 | 318 | 318 | 320 | 310 | 307 |
| Dagmagpur | | | | | | | | | |
| Pahara ... | 327 | 334 | 340 | 343 | 322 | 323 | 324 | 314 | 311 |
| Jhingura ... | 332 | 339 | 345 | 348 | 327 | 328 | 329 | 319 | 316 |
| Mirzapur ... | 336 | 343 | 348 | 351 | 331 | 331 | 333 | 323 | 320 |
| Bindhachal ... | 342 | 349 | 354 | 357 | 337 | 338 | 339 | 329 | 326 |
| | 346 | 354 | 359 | 362 | 342 | 342 | 344 | 334 | 331 |
| Birohe ... | | | | | | | | | |
| Galpura ... | 349 | 357 | 362 | 365 | 345 | 345 | 347 | 337 | 333 |
| Jigna ... | 354 | 361 | 367 | 370 | 349 | 350 | 351 | 341 | 338 |
| | 358 | 366 | 371 | 374 | 354 | 354 | 356 | 346 | 342 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

† Open for Coal for the Engineering Department only.

Table of Distances.

| Dhadka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 156 | 170 | 176 | 147 | 155 | 144 | 142 | 138 | 139 | 132 | 116 | 119 |
| 160 | 166 | 171 | 152 | 159 | 149 | 147 | 142 | 143 | 136 | 121 | 123 |
| 163 | 169 | 174 | 155 | 162 | 152 | 150 | 145 | 146 | 139 | 124 | 126 |
| 168 | 174 | 180 | 160 | 168 | 157 | 155 | 151 | 152 | 145 | 129 | 131 |
| 173 | 178 | 184 | 165 | 172 | 161 | 159 | 155 | 156 | 149 | 134 | 136 |
| 177 | 182 | 188 | 168 | 176 | 165 | 163 | 159 | 150 | 153 | 137 | 140 |
| 181 | 186 | 192 | 173 | 180 | 169 | 167 | 163 | 164 | 157 | 142 | 144 |
| 186 | 192 | 198 | 178 | 186 | 175 | 173 | 169 | 170 | 163 | 147 | 149 |
| 193 | 199 | 205 | 185 | 192 | 182 | 180 | 175 | 176 | 170 | 154 | 156 |
| 200 | 206 | 211 | 192 | 199 | 189 | 187 | 182 | 183 | 176 | 161 | 163 |
| 206 | 211 | 217 | 198 | 205 | 194 | 192 | 188 | 189 | 182 | 167 | 169 |
| 212 | 218 | 224 | 204 | 212 | 201 | 199 | 195 | 196 | 189 | 173 | 175 |
| 222 | 228 | 234 | 214 | 221 | 211 | 209 | 204 | 205 | 199 | 183 | 185 |
| 231 | 237 | 242 | 223 | 230 | 220 | 218 | 213 | 214 | 207 | 192 | 194 |
| 241 | 247 | 252 | 233 | 240 | 230 | 228 | 223 | 224 | 217 | 202 | 204 |
| 245 | 251 | 257 | 237 | 244 | 234 | 232 | 227 | 228 | 222 | 206 | 208 |
| 253 | 258 | 264 | 244 | 252 | 241 | 239 | 235 | 236 | 229 | 213 | 216 |
| 260 | 266 | 271 | 252 | 259 | 249 | 247 | 242 | 243 | 236 | 221 | 223 |
| 256 | 285 | 278 | 248 | 255 | 245 | 243 | 238 | 239 | 232 | 217 | 219 |
| 247 | 275 | 268 | 238 | 246 | 235 | 233 | 229 | 230 | 223 | 207 | 209 |
| 236 | 264 | 257 | 227 | 235 | 224 | 222 | 218 | 219 | 212 | 196 | 198 |
| 216 | 222 | 227 | 208 | 215 | 205 | 203 | 198 | 199 | 192 | 177 | 179 |
| 222 | 228 | 234 | 214 | 222 | 211 | 209 | 205 | 206 | 199 | 183 | 185 |
| 227 | 233 | 238 | 219 | 226 | 216 | 214 | 209 | 210 | 203 | 188 | 190 |
| 232 | 238 | 243 | 224 | 231 | 221 | 219 | 214 | 215 | 208 | 193 | 195 |
| 236 | 241 | 247 | 227 | 235 | 224 | 222 | 218 | 219 | 212 | 196 | 199 |
| 243 | 248 | 254 | 235 | 242 | 231 | 229 | 225 | 226 | 219 | 204 | 206 |
| 248 | 254 | 260 | 240 | 247 | 237 | 235 | 230 | 231 | 225 | 209 | 211 |
| 254 | 259 | 265 | 245 | 253 | 242 | 240 | 236 | 237 | 230 | 214 | 217 |
| 257 | 262 | 268 | 248 | 256 | 245 | 243 | 239 | 240 | 233 | 217 | 220 |
| 262 | 268 | 274 | 254 | 261 | 251 | 249 | 244 | 245 | 239 | 223 | 225 |
| 270 | 275 | 281 | 261 | 269 | 258 | 256 | 252 | 253 | 246 | 230 | 232 |
| 275 | 280 | 286 | 266 | 274 | 263 | 261 | 257 | 258 | 251 | 235 | 238 |
| 280 | 285 | 291 | 272 | 279 | 268 | 266 | 262 | 263 | 256 | 241 | 243 |
| 285 | 291 | 296 | 277 | 284 | 274 | 272 | 267 | 268 | 261 | 246 | 248 |
| 289 | 295 | 301 | 281 | 288 | 278 | 276 | 271 | 272 | 266 | 250 | 252 |
| 294 | 300 | 305 | 286 | 293 | 283 | 281 | 276 | 277 | 270 | 255 | 257 |
| 298 | 303 | 309 | 289 | 297 | 286 | 284 | 280 | 281 | 274 | 258 | 261 |
| 303 | 309 | 314 | 295 | 302 | 292 | 290 | 285 | 286 | 279 | 264 | 266 |
| 309 | 315 | 320 | 301 | 308 | 298 | 296 | 291 | 292 | 285 | 270 | 272 |
| 314 | 319 | 325 | 305 | 313 | 302 | 300 | 296 | 297 | 290 | 274 | 277 |
| 319 | 324 | 330 | 310 | 318 | 307 | 305 | 301 | 302 | 295 | 279 | 282 |
| 322 | 328 | 334 | 314 | 321 | 311 | 309 | 304 | 305 | 299 | 283 | 285 |
| 329 | 334 | 340 | 320 | 328 | 317 | 315 | 311 | 312 | 305 | 289 | 292 |
| 333 | 339 | 344 | 325 | 332 | 322 | 320 | 315 | 316 | 309 | 294 | 296 |
| 336 | 342 | 347 | 328 | 335 | 325 | 323 | 318 | 319 | 312 | 297 | 299 |
| 341 | 346 | 352 | 332 | 340 | 329 | 327 | 323 | 324 | 317 | 301 | 304 |
| 345 | 351 | 356 | 337 | 344 | 334 | 332 | 327 | 328 | 321 | 306 | 308 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Aansol |
|-------------------------------------------------------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|--------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Mandah Road | 363 | 371 | 376 | 379 | 359 | 359 | 361 | 351 | 348 |
| Unchdih* | 369 | 376 | 381 | 384 | 364 | 364 | 366 | 356 | 353 |
| Meja Road | 374 | 381 | 386 | 389 | 369 | 370 | 371 | 361 | 358 |
| Bheerpur | 381 | 388 | 393 | 396 | 376 | 376 | 378 | 368 | 365 |
| Karchana | 386 | 394 | 399 | 402 | 382 | 382 | 384 | 374 | 370 |
| Naini Jn. (with G. I. P. Ry.) and via. | 393 | 400 | 406 | 409 | 388 | 389 | 390 | 380 | 377 |
| Allahabad Jn. and via Allahabad City (for B. & N.-W. Ry.). | 397 | 404 | 409 | 412 | 392 | 392 | 394 | 384 | 381 |
| Bamhrali | 403 | 410 | 415 | 418 | 398 | 398 | 400 | 390 | 387 |
| Manauri | 408 | 415 | 420 | 423 | 403 | 403 | 405 | 395 | 392 |
| Manoharganj | 416 | 423 | 428 | 431 | 411 | 411 | 413 | 403 | 400 |
| Bharwari | 421 | 428 | 433 | 436 | 416 | 416 | 418 | 408 | 405 |
| Shujaatpur | 427 | 434 | 439 | 442 | 422 | 422 | 424 | 414 | 411 |
| Sirathu | 433 | 440 | 445 | 448 | 428 | 428 | 430 | 420 | 417 |
| Athsarai* | 438 | 445 | 450 | 453 | 433 | 433 | 435 | 425 | 422 |
| Kunwar... .. | 440 | 447 | 452 | 455 | 435 | 435 | 437 | 427 | 424 |
| Katoghan* | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Khaga | 449 | 456 | 461 | 464 | 444 | 444 | 446 | 436 | 433 |
| Sath Naraini | 453 | 460 | 465 | 468 | 448 | 448 | 450 | 440 | 437 |
| Rasulabad | 458 | 465 | 470 | 473 | 453 | 453 | 455 | 445 | 442 |
| Faiz-ullah-pur | 463 | 470 | 475 | 478 | 458 | 458 | 460 | 450 | 447 |
| Fatehpur | 470 | 477 | 482 | 485 | 465 | 465 | 467 | 457 | 454 |
| Kurasti Kalan | 474 | 481 | 486 | 489 | 469 | 469 | 471 | 461 | 458 |
| Malwan | 480 | 487 | 492 | 495 | 475 | 475 | 477 | 467 | 464 |
| Kanspur Gugauli* | 485 | 492 | 497 | 500 | 480 | 480 | 482 | 472 | 469 |
| Bindki Road | 489 | 496 | 501 | 504 | 484 | 484 | 486 | 476 | 473 |
| Aung † | 493 | 500 | 505 | 508 | 488 | 488 | 490 | 480 | 477 |
| Karbigwan | 497 | 504 | 509 | 512 | 492 | 492 | 494 | 484 | 481 |
| Sarsaul | 504 | 511 | 516 | 519 | 499 | 499 | 501 | 491 | 488 |
| Chakeri | 511 | 518 | 523 | 526 | 506 | 506 | 508 | 498 | 495 |
| Cawnpore Central Goods Shed Jn. (B. B. & C. I., B. & N.-W. & G. I. P. Ry.) and via. | 516 | 523 | 528 | 531 | 511 | 511 | 513 | 503 | 500 |
| Cawnpore Mill Siding A | 518 | 525 | 530 | 533 | 513 | 513 | 515 | 505 | 502 |
| Cawnpore Mill Siding B | 519 | 526 | 531 | 534 | 514 | 514 | 516 | 506 | 503 |
| Panki | 523 | 530 | 535 | 538 | 518 | 518 | 520 | 510 | 507 |
| Bhaupur | 530 | 537 | 542 | 545 | 525 | 525 | 527 | 517 | 514 |
| Maltha* | 536 | 543 | 548 | 551 | 531 | 531 | 533 | 523 | 520 |
| Rura | 543 | 550 | 555 | 558 | 538 | 538 | 540 | 530 | 527 |
| Ambayapur | 549 | 556 | 561 | 564 | 544 | 544 | 546 | 536 | 533 |
| Jhinjhak | 555 | 562 | 567 | 570 | 550 | 550 | 552 | 542 | 539 |
| Kanchausi | 562 | 569 | 574 | 577 | 557 | 557 | 559 | 549 | 546 |
| Phaphund | 567 | 574 | 579 | 582 | 562 | 562 | 564 | 554 | 551 |
| Pata* | 573 | 580 | 585 | 588 | 568 | 568 | 570 | 560 | 557 |
| Achalda | 578 | 585 | 590 | 593 | 573 | 573 | 575 | 565 | 562 |
| Samhon | 584 | 591 | 596 | 599 | 579 | 579 | 581 | 571 | 568 |
| Bharthna | 590 | 597 | 602 | 605 | 585 | 585 | 587 | 577 | 574 |
| Ekdil | 596 | 603 | 608 | 611 | 591 | 591 | 593 | 583 | 580 |
| Etawah | 603 | 610 | 615 | 618 | 598 | 598 | 600 | 590 | 587 |
| Saral Bhopat* | 608 | 615 | 620 | 623 | 603 | 603 | 605 | 595 | 592 |
| Jaswantnagar | 613 | 620 | 625 | 628 | 608 | 608 | 610 | 600 | 597 |

*Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

† Not open for goods traffic.

Table of Distances.

| Dhadka | Jalnti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 350 | 356 | 361 | 342 | 349 | 339 | 337 | 332 | 333 | 326 | 311 | 313 |
| 355 | 361 | 367 | 347 | 354 | 344 | 342 | 337 | 338 | 332 | 316 | 318 |
| 361 | 366 | 372 | 352 | 360 | 349 | 347 | 343 | 344 | 337 | 321 | 324 |
| 367 | 373 | 379 | 359 | 366 | 356 | 354 | 349 | 350 | 344 | 328 | 330 |
| 373 | 379 | 384 | 365 | 372 | 362 | 360 | 355 | 356 | 349 | 334 | 336 |
| 380 | 385 | 391 | 371 | 379 | 368 | 366 | 362 | 363 | 356 | 340 | 343 |
| 383 | 389 | 395 | 375 | 382 | 372 | 370 | 365 | 366 | 360 | 344 | 346 |
| 389 | 395 | 401 | 381 | 388 | 378 | 376 | 371 | 372 | 366 | 350 | 352 |
| 394 | 400 | 406 | 386 | 393 | 383 | 381 | 376 | 377 | 371 | 355 | 357 |
| 402 | 408 | 414 | 394 | 401 | 391 | 389 | 384 | 385 | 379 | 363 | 365 |
| 407 | 413 | 419 | 399 | 406 | 396 | 394 | 389 | 390 | 384 | 368 | 370 |
| 413 | 419 | 425 | 405 | 412 | 402 | 400 | 395 | 396 | 390 | 374 | 376 |
| 419 | 425 | 431 | 411 | 418 | 408 | 406 | 401 | 402 | 396 | 380 | 382 |
| 424 | 430 | 436 | 416 | 423 | 413 | 411 | 406 | 407 | 401 | 385 | 387 |
| 426 | 432 | 438 | 418 | 425 | 415 | 413 | 408 | 409 | 403 | 387 | 389 |
| 435 | 441 | 447 | 427 | 434 | 424 | 422 | 417 | 418 | 412 | 396 | 398 |
| 439 | 445 | 451 | 431 | 438 | 428 | 426 | 421 | 422 | 416 | 400 | 402 |
| 444 | 450 | 456 | 436 | 443 | 433 | 431 | 426 | 427 | 421 | 405 | 407 |
| 449 | 456 | 461 | 441 | 448 | 438 | 436 | 431 | 432 | 426 | 410 | 412 |
| 456 | 462 | 468 | 448 | 455 | 445 | 443 | 438 | 439 | 433 | 417 | 419 |
| 460 | 466 | 472 | 452 | 459 | 449 | 447 | 442 | 443 | 437 | 421 | 423 |
| 466 | 472 | 478 | 458 | 465 | 455 | 453 | 448 | 449 | 443 | 427 | 429 |
| 471 | 477 | 483 | 463 | 470 | 460 | 458 | 453 | 454 | 448 | 432 | 434 |
| 475 | 481 | 487 | 467 | 474 | 464 | 462 | 457 | 458 | 452 | 436 | 438 |
| 479 | 485 | 491 | 471 | 478 | 468 | 466 | 461 | 462 | 456 | 440 | 442 |
| 483 | 489 | 495 | 475 | 482 | 472 | 470 | 465 | 466 | 460 | 444 | 446 |
| 490 | 496 | 502 | 482 | 489 | 479 | 477 | 472 | 473 | 467 | 451 | 453 |
| 497 | 503 | 509 | 489 | 496 | 486 | 484 | 479 | 480 | 474 | 458 | 460 |
| 502 | 508 | 514 | 494 | 501 | 491 | 489 | 484 | 485 | 479 | 463 | 465 |
| 504 | 510 | 516 | 496 | 503 | 493 | 491 | 486 | 487 | 481 | 465 | 467 |
| 505 | 511 | 517 | 497 | 504 | 494 | 492 | 487 | 488 | 482 | 466 | 468 |
| 509 | 515 | 521 | 501 | 508 | 498 | 496 | 491 | 492 | 486 | 470 | 472 |
| 516 | 522 | 528 | 508 | 515 | 505 | 503 | 498 | 499 | 493 | 477 | 479 |
| 522 | 528 | 534 | 514 | 521 | 511 | 509 | 504 | 505 | 499 | 483 | 485 |
| 529 | 535 | 541 | 521 | 528 | 518 | 516 | 511 | 512 | 506 | 490 | 492 |
| 535 | 541 | 547 | 527 | 534 | 524 | 522 | 517 | 518 | 512 | 496 | 498 |
| 541 | 547 | 553 | 533 | 540 | 530 | 528 | 523 | 524 | 518 | 502 | 504 |
| 548 | 554 | 560 | 540 | 547 | 537 | 535 | 530 | 531 | 525 | 509 | 511 |
| 553 | 559 | 565 | 545 | 552 | 542 | 540 | 535 | 536 | 530 | 514 | 516 |
| 559 | 565 | 571 | 551 | 558 | 548 | 546 | 541 | 542 | 536 | 520 | 522 |
| 564 | 570 | 576 | 556 | 563 | 553 | 551 | 546 | 547 | 541 | 525 | 527 |
| 570 | 576 | 582 | 562 | 569 | 559 | 557 | 552 | 553 | 547 | 531 | 533 |
| 576 | 582 | 588 | 568 | 575 | 565 | 563 | 558 | 559 | 553 | 537 | 539 |
| 582 | 588 | 594 | 574 | 581 | 571 | 569 | 564 | 565 | 559 | 543 | 545 |
| 589 | 595 | 601 | 581 | 588 | 578 | 576 | 571 | 572 | 566 | 550 | 552 |
| 594 | 600 | 606 | 586 | 593 | 583 | 581 | 576 | 577 | 571 | 555 | 557 |
| 599 | 605 | 611 | 591 | 598 | 588 | 586 | 581 | 582 | 576 | 560 | 562 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
|-----------------------------------------------------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Balrai * ... | 618 | 625 | 630 | 633 | 613 | 613 | 615 | 605 | 602 |
| Bhadan ... | 625 | 632 | 637 | 640 | 620 | 620 | 622 | 612 | 609 |
| Kaurara ... | 630 | 637 | 642 | 645 | 625 | 625 | 627 | 617 | 614 |
| Shikohanad ... | 637 | 644 | 649 | 652 | 632 | 632 | 634 | 624 | 621 |
| Shikohabad-Farukhabad Extn.— | | | | | | | | | |
| Araon * ... | 645 | 652 | 657 | 660 | 640 | 640 | 642 | 632 | 629 |
| Kosma ... | 654 | 661 | 666 | 669 | 649 | 649 | 651 | 641 | 638 |
| Tindauli * ... | 659 | 666 | 671 | 674 | 654 | 654 | 656 | 646 | 643 |
| Mainpuri ... | 667 | 674 | 679 | 682 | 662 | 662 | 664 | 654 | 651 |
| Mainpuri Kachari * ... | 668 | 675 | 680 | 683 | 663 | 663 | 665 | 655 | 652 |
| Bhongaon ... | 675 | 682 | 687 | 690 | 670 | 670 | 672 | 662 | 659 |
| Mota * ... | 681 | 688 | 693 | 696 | 676 | 676 | 678 | 668 | 665 |
| Nibkarori ... | 691 | 698 | 703 | 706 | 686 | 686 | 688 | 678 | 675 |
| Ugarpur * ... | 697 | 704 | 709 | 712 | 692 | 692 | 694 | 684 | 681 |
| Farukhabad Jn. (with B. B. & C. I. Ry.) and <i>via</i> . | 703 | 710 | 715 | 718 | 698 | 698 | 700 | 690 | 687 |
| Makkhanpur ... | 643 | 650 | 655 | 658 | 638 | 638 | 640 | 630 | 627 |
| Firozabad ... | 650 | 657 | 662 | 665 | 645 | 645 | 647 | 637 | 634 |
| Harangau ... | 654 | 661 | 666 | 669 | 649 | 649 | 651 | 641 | 638 |
| Tundla ... | 660 | 667 | 672 | 675 | 655 | 655 | 657 | 647 | 644 |
| Agra Branch— | | | | | | | | | |
| Etmadpur ... | 662 | 669 | 674 | 677 | 657 | 657 | 659 | 649 | 646 |
| Kuberpur ... | 666 | 673 | 678 | 681 | 661 | 661 | 663 | 653 | 650 |
| Jumna Bridge & <i>via</i> Agra East Bank. (with B. B. & C. I. Ry. M. G.) | 673 | 680 | 685 | 688 | 668 | 668 | 670 | 660 | 657 |
| Belanganj ... | 675 | 682 | 687 | 690 | 670 | 670 | 672 | 662 | 659 |
| Agra Cant. & <i>via</i> (with G. I. P. Ry. & B. G. stations of B. B. & C. I. Ry.) | 679 | 686 | 691 | 694 | 674 | 674 | 676 | 666 | 663 |
| Idgah (Agra) § ... | 680 | 687 | 692 | 695 | 675 | 675 | 677 | 667 | 664 |
| Barhan ... | 669 | 676 | 681 | 684 | 664 | 664 | 666 | 656 | 653 |
| Chamrola * ... | 673 | 680 | 685 | 688 | 668 | 668 | 670 | 660 | 657 |
| Jalesar Road ... | 677 | 684 | 689 | 692 | 672 | 672 | 674 | 664 | 661 |
| Pora * ... | 683 | 690 | 695 | 698 | 678 | 678 | 680 | 670 | 667 |
| Hathras Jn. (with B. B. & C. I. Ry.) and <i>via</i> . | 689 | 696 | 701 | 704 | 684 | 684 | 686 | 676 | 673 |
| Hathras Kilah ... | 695 | 702 | 707 | 710 | 690 | 690 | 692 | 682 | 679 |
| Sasni ... | 695 | 702 | 707 | 710 | 690 | 690 | 692 | 682 | 679 |
| Madrak ... | 700 | 707 | 712 | 715 | 695 | 695 | 697 | 687 | 684 |
| Daud Khan * ... | 704 | 711 | 716 | 719 | 699 | 699 | 701 | 691 | 688 |
| Aligarh Jn. (with O. & R. Sec.) & <i>via</i> . | 708 | 715 | 720 | 723 | 703 | 703 | 705 | 695 | 692 |
| Mehrawal ... | 712 | 719 | 724 | 727 | 707 | 707 | 709 | 699 | 696 |
| Kulwa * ... | 716 | 723 | 728 | 731 | 711 | 711 | 713 | 703 | 700 |
| Somna ... | 722 | 729 | 734 | 737 | 717 | 717 | 719 | 709 | 706 |
| Damar * ... | 728 | 735 | 740 | 743 | 723 | 723 | 725 | 715 | 712 |
| Khurja Junction ... | 735 | 742 | 747 | 750 | 730 | 730 | 732 | 722 | 719 |
| Khurja-Hapur Section— | | | | | | | | | |
| Khurja City ... | 739 | 746 | 751 | 754 | 734 | 734 | 736 | 726 | 723 |
| Maman ... | 745 | 752 | 757 | 760 | 740 | 740 | 742 | 732 | 729 |
| Bulandshahr ... | 749 | 756 | 761 | 764 | 744 | 744 | 746 | 736 | 733 |
| Baral ... | 757 | 764 | 769 | 772 | 752 | 752 | 754 | 744 | 741 |
| Gulaothi ... | 762 | 769 | 774 | 777 | 757 | 757 | 759 | 749 | 746 |
| Hafizpur * ... | 769 | 776 | 781 | 784 | 764 | 764 | 766 | 756 | 753 |
| Hapur Jn. (with O. & R. Sec.) & <i>via</i> . | 768 | 775 | 780 | 783 | 763 | 763 | 765 | 755 | 752 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.
 † Open for B. B. & C. I. Ry. loco. coal only.

Table of Distances.

| Dhadka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kalobathian | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 604 | 610 | 616 | 596 | 603 | 593 | 591 | 586 | 587 | 581 | 565 | 567 |
| 611 | 617 | 623 | 603 | 610 | 600 | 598 | 593 | 594 | 588 | 572 | 574 |
| 616 | 622 | 628 | 608 | 615 | 605 | 603 | 598 | 599 | 593 | 577 | 579 |
| 623 | 629 | 635 | 615 | 622 | 612 | 610 | 605 | 606 | 600 | 584 | 586 |
| 631 | 637 | 643 | 623 | 630 | 620 | 618 | 613 | 614 | 608 | 592 | 594 |
| 640 | 646 | 652 | 632 | 639 | 629 | 627 | 622 | 623 | 617 | 601 | 603 |
| 645 | 651 | 657 | 637 | 644 | 634 | 632 | 627 | 628 | 622 | 606 | 608 |
| 653 | 659 | 665 | 645 | 652 | 642 | 640 | 635 | 636 | 630 | 614 | 616 |
| 654 | 660 | 666 | 646 | 653 | 643 | 641 | 636 | 637 | 631 | 615 | 617 |
| 661 | 667 | 673 | 653 | 660 | 650 | 648 | 643 | 644 | 638 | 622 | 624 |
| 667 | 673 | 679 | 659 | 666 | 656 | 654 | 649 | 650 | 644 | 628 | 630 |
| 677 | 683 | 689 | 669 | 676 | 666 | 664 | 659 | 660 | 654 | 638 | 640 |
| 683 | 689 | 695 | 675 | 682 | 672 | 670 | 665 | 666 | 660 | 644 | 646 |
| 689 | 695 | 701 | 681 | 688 | 678 | 676 | 671 | 672 | 666 | 650 | 652 |
| 629 | 635 | 641 | 621 | 628 | 618 | 616 | 611 | 612 | 606 | 590 | 592 |
| 636 | 642 | 648 | 628 | 635 | 625 | 623 | 618 | 619 | 613 | 597 | 599 |
| 640 | 646 | 652 | 632 | 639 | 629 | 627 | 622 | 623 | 617 | 601 | 603 |
| 646 | 652 | 658 | 638 | 645 | 635 | 633 | 628 | 629 | 623 | 607 | 609 |
| 648 | 654 | 660 | 640 | 647 | 637 | 635 | 630 | 631 | 625 | 609 | 611 |
| 652 | 658 | 664 | 644 | 651 | 641 | 639 | 634 | 635 | 629 | 613 | 615 |
| 659 | 665 | 671 | 651 | 658 | 648 | 646 | 641 | 642 | 636 | 620 | 622 |
| 661 | 667 | 673 | 653 | 660 | 650 | 648 | 643 | 644 | 638 | 622 | 624 |
| 665 | 671 | 677 | 657 | 664 | 654 | 652 | 647 | 648 | 642 | 626 | 628 |
| 666 | 672 | 678 | 658 | 665 | 655 | 653 | 648 | 649 | 643 | 627 | 629 |
| 655 | 661 | 667 | 647 | 654 | 644 | 642 | 637 | 638 | 632 | 616 | 618 |
| 659 | 665 | 671 | 651 | 658 | 648 | 646 | 641 | 642 | 636 | 620 | 622 |
| 663 | 669 | 675 | 655 | 662 | 652 | 650 | 645 | 646 | 640 | 624 | 626 |
| 669 | 675 | 681 | 661 | 668 | 658 | 656 | 651 | 652 | 646 | 630 | 632 |
| 675 | 681 | 687 | 667 | 674 | 664 | 662 | 657 | 658 | 652 | 636 | 638 |
| 681 | 687 | 693 | 673 | 680 | 670 | 668 | 663 | 664 | 658 | 642 | 644 |
| 681 | 687 | 693 | 673 | 680 | 670 | 668 | 663 | 664 | 658 | 642 | 644 |
| 686 | 692 | 698 | 678 | 685 | 675 | 673 | 668 | 669 | 663 | 647 | 649 |
| 690 | 696 | 702 | 682 | 689 | 679 | 677 | 672 | 673 | 667 | 651 | 653 |
| 694 | 700 | 706 | 686 | 693 | 683 | 681 | 676 | 677 | 671 | 655 | 657 |
| 698 | 704 | 710 | 690 | 697 | 687 | 685 | 680 | 681 | 675 | 659 | 661 |
| 702 | 708 | 714 | 694 | 701 | 691 | 689 | 684 | 685 | 679 | 663 | 665 |
| 708 | 714 | 720 | 700 | 707 | 697 | 695 | 690 | 691 | 685 | 669 | 671 |
| 714 | 720 | 726 | 706 | 713 | 703 | 701 | 696 | 697 | 691 | 675 | 677 |
| 721 | 727 | 733 | 713 | 720 | 710 | 708 | 703 | 704 | 698 | 682 | 684 |
| 725 | 731 | 737 | 717 | 724 | 714 | 712 | 707 | 708 | 702 | 686 | 688 |
| 731 | 737 | 743 | 723 | 730 | 720 | 718 | 713 | 714 | 708 | 692 | 694 |
| 735 | 741 | 747 | 727 | 734 | 724 | 722 | 717 | 718 | 712 | 696 | 698 |
| 743 | 749 | 755 | 735 | 742 | 732 | 730 | 725 | 726 | 720 | 704 | 706 |
| 748 | 754 | 760 | 740 | 747 | 737 | 735 | 730 | 731 | 725 | 709 | 711 |
| 755 | 761 | 767 | 747 | 754 | 744 | 742 | 737 | 738 | 732 | 716 | 718 |
| 554 | 760 | 766 | 746 | 753 | 743 | 741 | 736 | 737 | 731 | 715 | 717 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahar† | Asansol |
|--------------------------------------------------------|--------|--------|-------------|----------------|----------|-----------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Sikandarpur ... | 739 | 746 | 751 | 754 | 734 | 734 | 736 | 726 | 723 |
| Chola ... | 744 | 751 | 756 | 759 | 739 | 739 | 741 | 731 | 728 |
| Wair * ... | 747 | 754 | 759 | 762 | 742 | 742 | 744 | 734 | 731 |
| Dankaur ... | 753 | 760 | 765 | 768 | 748 | 748 | 750 | 740 | 737 |
| Ajaibpur ... | 758 | 765 | 770 | 773 | 753 | 753 | 755 | 745 | 742 |
| Dadri ... | 764 | 771 | 776 | 779 | 759 | 759 | 761 | 751 | 748 |
| Maripat * ... | 768 | 775 | 780 | 783 | 763 | 763 | 765 | 755 | 752 |
| Ghaziabad Jn. (with N.W. Ry. & O. & R. Sec.) & via. | 774 | 781 | 786 | 789 | 769 | 769 | 771 | 761 | 758 |
| Delhi § ... | 787 | 794 | 799 | 802 | 782 | 782 | 784 | 774 | 771 |
| Main Line— | | | | | | | | | |
| Kashi ... | 310 | 317 | 322 | 325 | 305 | 305 | 307 | 297 | 294 |
| Benares Cant. and via (with B. & N.W. Ry.) | 314 | 321 | 326 | 329 | 309 | 309 | 311 | 301 | 298 |
| Lohta... .. | 317 | 324 | 329 | 332 | 312 | 312 | 314 | 304 | 301 |
| Chaukhandi ... | 324 | 331 | 336 | 339 | 319 | 319 | 321 | 311 | 308 |
| Kapsethi ... | 331 | 338 | 343 | 346 | 326 | 326 | 328 | 318 | 315 |
| Parsipur ... | 336 | 343 | 348 | 351 | 331 | 331 | 333 | 323 | 320 |
| Bhadohi ... | 341 | 348 | 353 | 356 | 336 | 336 | 338 | 328 | 325 |
| Mondh ... | 346 | 353 | 358 | 361 | 341 | 341 | 343 | 333 | 330 |
| Suriawan ... | 351 | 358 | 363 | 366 | 346 | 346 | 348 | 338 | 335 |
| Sarai Kansrai ... | 357 | 364 | 369 | 372 | 352 | 352 | 354 | 344 | 341 |
| Janghai ... | 360 | 367 | 372 | 375 | 355 | 355 | 357 | 347 | 344 |
| Nibhapur ... | 366 | 373 | 378 | 381 | 361 | 361 | 363 | 353 | 350 |
| Badshahpur ... | 371 | 378 | 383 | 386 | 366 | 366 | 368 | 358 | 355 |
| Suwansa ... | 375 | 382 | 387 | 390 | 370 | 370 | 372 | 362 | 359 |
| Gaura ... | 378 | 385 | 390 | 393 | 373 | 373 | 375 | 365 | 362 |
| Dandupur ... | 385 | 392 | 397 | 400 | 380 | 380 | 382 | 372 | 369 |
| Pirthinganj † ... | 389 | 396 | 401 | 404 | 384 | 384 | 386 | 376 | 373 |
| Partabgarh (Oudh) ... | 393 | 400 | 405 | 408 | 388 | 388 | 390 | 380 | 377 |
| Allahabad Fyzabad Section— | | | | | | | | | |
| Prayag ... | 393 | 400 | 405 | 408 | 388 | 388 | 390 | 380 | 377 |
| Phaphamau Jn. ... | 389 | 396 | 401 | 404 | 384 | 384 | 386 | 376 | 373 |
| Siwait ... | 393 | 400 | 405 | 408 | 388 | 388 | 390 | 380 | 377 |
| Mau Aima ... | 402 | 409 | 414 | 417 | 397 | 397 | 399 | 389 | 386 |
| Bishnathganj ... | 402 | 409 | 414 | 417 | 397 | 397 | 399 | 389 | 386 |
| Bhupia Mau ‡ ... | 397 | 404 | 409 | 412 | 392 | 392 | 394 | 384 | 381 |
| Kohndaur ... | 403 | 410 | 415 | 418 | 398 | 398 | 400 | 390 | 387 |
| Piparpur ... | 410 | 417 | 422 | 425 | 405 | 405 | 407 | 397 | 394 |
| Sultanpur ... | 404 | 411 | 416 | 419 | 399 | 399 | 401 | 391 | 388 |
| Dwarkaganj ... | 409 | 416 | 421 | 424 | 404 | 404 | 406 | 396 | 393 |
| Kurebhar ... | 415 | 422 | 427 | 430 | 410 | 410 | 412 | 402 | 399 |
| Khajurhat ... | 423 | 430 | 435 | 438 | 418 | 418 | 420 | 410 | 407 |
| Malethu Kanak † ... | 428 | 435 | 440 | 443 | 423 | 423 | 425 | 415 | 412 |
| Bharatkund ... | 430 | 437 | 442 | 445 | 425 | 425 | 427 | 417 | 414 |
| Masodha † ... | 435 | 442 | 447 | 450 | 430 | 430 | 432 | 422 | 419 |
| Phaphamau-Zafarabad Section— | | | | | | | | | |
| Tharwal ... | 386 | 393 | 398 | 401 | 381 | 381 | 383 | 373 | 370 |
| Seral Chandi ... | 382 | 389 | 394 | 397 | 377 | 377 | 379 | 369 | 366 |
| Phulpur ... | 375 | 382 | 387 | 390 | 370 | 370 | 372 | 362 | 359 |
| Bibipur ... | 369 | 376 | 381 | 384 | 364 | 364 | 366 | 356 | 353 |

* Not yet open for coal, coke and patent fuel in full wagon loads.

† Open for goods up to 50 maunds per consignments.

‡ Open for goods up to 81 maunds per day.

§ Coal coke and patent fuel for the public cannot be booked to Delhi Station itself.

Table of Distances.

| Dhadka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kalobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 725 | 731 | 737 | 717 | 724 | 714 | 712 | 707 | 708 | 702 | 686 | 688 |
| 730 | 736 | 742 | 722 | 729 | 719 | 717 | 712 | 713 | 707 | 691 | 693 |
| 733 | 739 | 745 | 725 | 732 | 722 | 720 | 715 | 716 | 710 | 694 | 696 |
| 739 | 745 | 751 | 731 | 738 | 728 | 726 | 721 | 722 | 716 | 700 | 702 |
| 744 | 750 | 756 | 736 | 743 | 733 | 731 | 726 | 727 | 721 | 705 | 707 |
| 750 | 756 | 762 | 742 | 749 | 739 | 737 | 732 | 733 | 727 | 711 | 713 |
| 754 | 760 | 766 | 746 | 753 | 743 | 741 | 736 | 737 | 731 | 715 | 717 |
| 760 | 766 | 772 | 752 | 759 | 749 | 747 | 742 | 743 | 737 | 721 | 723 |
| 773 | 779 | 785 | 765 | 772 | 762 | 760 | 755 | 756 | 750 | 734 | 736 |
| 296 | 302 | 308 | 288 | 295 | 285 | 283 | 278 | 279 | 273 | 257 | 259 |
| 300 | 306 | 312 | 292 | 299 | 289 | 287 | 282 | 283 | 277 | 261 | 263 |
| 303 | 309 | 315 | 295 | 302 | 292 | 290 | 285 | 286 | 285 | 264 | 266 |
| 310 | 316 | 322 | 302 | 309 | 299 | 297 | 292 | 293 | 287 | 271 | 273 |
| 317 | 323 | 327 | 309 | 316 | 306 | 304 | 299 | 300 | 294 | 278 | 280 |
| 322 | 328 | 334 | 314 | 321 | 311 | 309 | 304 | 305 | 299 | 283 | 285 |
| 327 | 333 | 339 | 319 | 326 | 316 | 314 | 309 | 310 | 304 | 288 | 290 |
| 332 | 338 | 344 | 324 | 331 | 321 | 319 | 314 | 315 | 309 | 293 | 295 |
| 337 | 343 | 349 | 329 | 336 | 326 | 324 | 319 | 320 | 314 | 298 | 300 |
| 343 | 349 | 355 | 335 | 342 | 332 | 330 | 325 | 326 | 320 | 304 | 306 |
| 346 | 352 | 358 | 338 | 345 | 335 | 333 | 328 | 329 | 323 | 307 | 309 |
| 352 | 358 | 364 | 344 | 351 | 341 | 339 | 334 | 335 | 329 | 313 | 315 |
| 357 | 363 | 369 | 349 | 356 | 346 | 344 | 339 | 340 | 334 | 318 | 320 |
| 361 | 367 | 373 | 353 | 360 | 350 | 348 | 343 | 344 | 338 | 322 | 324 |
| 364 | 370 | 376 | 356 | 363 | 353 | 351 | 346 | 347 | 341 | 325 | 327 |
| 371 | 377 | 383 | 363 | 370 | 360 | 358 | 353 | 354 | 348 | 332 | 334 |
| 375 | 381 | 387 | 367 | 374 | 364 | 362 | 357 | 358 | 352 | 336 | 338 |
| 379 | 385 | 391 | 371 | 378 | 368 | 366 | 361 | 362 | 356 | 340 | 342 |
| 379 | 385 | 391 | 371 | 378 | 368 | 366 | 361 | 362 | 356 | 340 | 342 |
| 375 | 381 | 387 | 367 | 374 | 364 | 362 | 357 | 358 | 351 | 336 | 338 |
| 379 | 385 | 391 | 371 | 378 | 368 | 366 | 361 | 362 | 356 | 340 | 342 |
| 388 | 394 | 400 | 380 | 387 | 377 | 375 | 370 | 371 | 365 | 349 | 351 |
| 388 | 394 | 400 | 380 | 387 | 377 | 375 | 370 | 371 | 365 | 349 | 351 |
| 383 | 389 | 395 | 375 | 382 | 372 | 370 | 365 | 366 | 360 | 344 | 346 |
| 389 | 395 | 401 | 381 | 388 | 378 | 376 | 371 | 372 | 366 | 350 | 352 |
| 396 | 402 | 408 | 388 | 395 | 385 | 383 | 378 | 379 | 373 | 357 | 359 |
| 390 | 396 | 402 | 382 | 389 | 379 | 377 | 372 | 373 | 367 | 351 | 353 |
| 395 | 401 | 407 | 387 | 394 | 384 | 382 | 377 | 378 | 372 | 356 | 358 |
| 401 | 407 | 413 | 393 | 400 | 390 | 388 | 383 | 384 | 378 | 362 | 364 |
| 409 | 415 | 421 | 401 | 408 | 398 | 396 | 391 | 392 | 386 | 370 | 372 |
| 414 | 420 | 426 | 406 | 413 | 403 | 401 | 396 | 397 | 391 | 375 | 377 |
| 416 | 422 | 428 | 408 | 415 | 405 | 403 | 398 | 399 | 393 | 377 | 379 |
| 421 | 427 | 433 | 413 | 420 | 410 | 408 | 403 | 404 | 398 | 382 | 384 |
| 372 | 378 | 384 | 364 | 371 | 361 | 359 | 354 | 355 | 349 | 333 | 335 |
| 368 | 374 | 380 | 360 | 367 | 357 | 355 | 350 | 351 | 345 | 329 | 331 |
| 361 | 367 | 373 | 353 | 360 | 350 | 348 | 343 | 344 | 338 | 322 | 324 |
| 355 | 361 | 367 | 347 | 354 | 344 | 342 | 337 | 338 | 332 | 316 | 318 |

Table of Distances.

| Stations to | | | | | | | | | |
|----------------------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|---------|
| | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Barya Ram * ... | 366 | 373 | 378 | 381 | 361 | 361 | 363 | 353 | 350 |
| Jarauna ... | 366 | 373 | 378 | 381 | 361 | 361 | 363 | 353 | 350 |
| Barsathi * ... | 365 | 372 | 377 | 380 | 360 | 360 | 362 | 352 | 349 |
| Bhanaur ... | 362 | 369 | 374 | 377 | 357 | 357 | 359 | 349 | 346 |
| Mariahu ... | 357 | 364 | 369 | 372 | 352 | 352 | 354 | 344 | 341 |
| Salkhapur ‡ ... | 350 | 357 | 362 | 365 | 345 | 345 | 347 | 337 | 334 |
| Main Line— | | | | | | | | | |
| Chilbila ... | 396 | 403 | 408 | 411 | 391 | 391 | 393 | 383 | 380 |
| Jagesharganj ... | 401 | 408 | 413 | 416 | 396 | 396 | 398 | 388 | 385 |
| Antu ... | 406 | 413 | 418 | 421 | 401 | 401 | 403 | 393 | 390 |
| Amethi ... | 415 | 422 | 427 | 430 | 410 | 410 | 412 | 402 | 399 |
| Gauriganj ... | 423 | 430 | 435 | 438 | 418 | 418 | 420 | 410 | 407 |
| Bani ... | 429 | 436 | 441 | 444 | 424 | 424 | 426 | 416 | 413 |
| Jais ... | 435 | 442 | 447 | 450 | 430 | 430 | 432 | 422 | 419 |
| Fursatganj ... | 441 | 448 | 453 | 456 | 436 | 436 | 438 | 428 | 425 |
| Rupamau ... | 447 | 454 | 459 | 462 | 442 | 442 | 444 | 434 | 431 |
| Rae-Bareilly Jn. ... | 453 | 460 | 465 | 468 | 448 | 448 | 450 | 440 | 437 |
| Main Line— | | | | | | | | | |
| Gangaganj ... | 457 | 464 | 469 | 472 | 452 | 452 | 454 | 444 | 441 |
| Harchandpur ... | 462 | 469 | 474 | 477 | 457 | 457 | 459 | 449 | 446 |
| Kundanganj ... | 466 | 473 | 478 | 481 | 461 | 461 | 463 | 453 | 450 |
| Bachhrawan ... | 472 | 479 | 484 | 487 | 467 | 467 | 469 | 459 | 456 |
| Nigohan ... | 479 | 486 | 491 | 494 | 474 | 474 | 476 | 466 | 463 |
| Mohanlalaganj ... | 488 | 495 | 500 | 503 | 483 | 483 | 485 | 475 | 472 |
| Utratia ... | 483 | 490 | 495 | 498 | 478 | 478 | 480 | 470 | 467 |
| Lucknow Jn. and via (with R. & K. and B. & N.W. Rys.) | 501 | 508 | 513 | 516 | 496 | 496 | 498 | 488 | 485 |
| Lucknow (Alambagh) † ... | 501 | 508 | 513 | 516 | 496 | 496 | 498 | 488 | 485 |
| Lucknow (Fateh Ali) † ... | 501 | 508 | 513 | 516 | 496 | 496 | 498 | 488 | 485 |
| Zafarabad-Sultanpur Section— | | | | | | | | | |
| Jaunpur Kutchery ... | 349 | 356 | 361 | 364 | 344 | 344 | 346 | 336 | 333 |
| Baksha ... | 358 | 365 | 370 | 373 | 353 | 353 | 355 | 345 | 342 |
| Srikrishnanagar ... | 368 | 375 | 380 | 383 | 363 | 363 | 365 | 355 | 352 |
| Harpalganj ... | 373 | 380 | 385 | 388 | 368 | 368 | 370 | 360 | 357 |
| Keoripur ... | 379 | 386 | 391 | 394 | 374 | 374 | 376 | 366 | 363 |
| Lambhua ... | 390 | 397 | 402 | 405 | 385 | 385 | 387 | 377 | 374 |
| Sultanpur-Haldergarh Section— | | | | | | | | | |
| Manyari ... | 417 | 424 | 429 | 432 | 412 | 412 | 414 | 404 | 401 |
| Musafirkhana ... | 423 | 430 | 435 | 438 | 418 | 418 | 420 | 410 | 407 |
| Nihalgargh ... | 435 | 442 | 447 | 450 | 430 | 430 | 432 | 422 | 419 |
| Inhauna ... | 444 | 451 | 456 | 459 | 439 | 439 | 441 | 431 | 428 |
| Utratia-Haldergarh Section— | | | | | | | | | |
| Haldergarh ... | 455 | 462 | 467 | 470 | 450 | 450 | 452 | 442 | 439 |
| Bhilwal ... | 465 | 472 | 477 | 480 | 460 | 460 | 462 | 452 | 449 |
| Rahmatnagar ... | 471 | 478 | 483 | 486 | 466 | 466 | 468 | 458 | 455 |
| Anupganj ... | 474 | 481 | 486 | 489 | 469 | 469 | 471 | 461 | 458 |
| Loop Line— | | | | | | | | | |
| Shilpur ... | 317 | 324 | 329 | 332 | 312 | 312 | 314 | 304 | 301 |
| Babatpur ... | 325 | 332 | 337 | 340 | 320 | 320 | 322 | 312 | 309 |
| Khalispur ... | 332 | 339 | 344 | 347 | 327 | 327 | 329 | 319 | 316 |
| Jalaganj ... | 339 | 346 | 351 | 354 | 334 | 334 | 336 | 326 | 323 |

* Not open for Coal in full wagon loads.

† Open only for Railway materials and Stores.

‡ Open for goods up to 81 maunds per day.

Table of Distances.

| Dhadka ● | Jainti Siding | Karmatar | Starampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|----------|---------------|----------|-----------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 352 | 358 | 364 | 344 | 351 | 341 | 339 | 334 | 335 | 329 | 313 | 315 |
| 352 | 358 | 364 | 344 | 351 | 341 | 339 | 334 | 335 | 329 | 313 | 315 |
| 351 | 357 | 363 | 340 | 350 | 340 | 338 | 333 | 334 | 328 | 312 | 314 |
| 348 | 354 | 360 | 340 | 347 | 337 | 335 | 330 | 331 | 325 | 309 | 311 |
| 343 | 349 | 355 | 335 | 342 | 332 | 330 | 325 | 326 | 320 | 304 | 306 |
| 336 | 342 | 348 | 328 | 335 | 325 | 323 | 318 | 319 | 313 | 297 | 299 |
| | | | | | | | | | | | |
| 382 | 388 | 394 | 374 | 381 | 371 | 369 | 364 | 365 | 359 | 343 | 345 |
| 387 | 393 | 399 | 379 | 386 | 376 | 374 | 369 | 370 | 364 | 348 | 350 |
| 392 | 398 | 404 | 384 | 391 | 381 | 379 | 374 | 375 | 369 | 353 | 355 |
| 401 | 407 | 413 | 393 | 400 | 390 | 388 | 383 | 384 | 378 | 362 | 364 |
| 409 | 415 | 421 | 401 | 408 | 398 | 396 | 391 | 392 | 386 | 370 | 372 |
| | | | | | | | | | | | |
| 415 | 421 | 427 | 407 | 414 | 404 | 402 | 397 | 398 | 392 | 376 | 378 |
| 421 | 427 | 433 | 413 | 420 | 410 | 408 | 403 | 404 | 398 | 382 | 384 |
| 427 | 433 | 439 | 419 | 426 | 416 | 414 | 409 | 410 | 404 | 388 | 390 |
| 433 | 439 | 445 | 425 | 432 | 422 | 420 | 415 | 416 | 410 | 394 | 396 |
| 439 | 445 | 451 | 431 | 438 | 428 | 426 | 421 | 422 | 416 | 400 | 402 |
| | | | | | | | | | | | |
| 443 | 449 | 455 | 435 | 442 | 432 | 430 | 425 | 426 | 420 | 404 | 406 |
| 448 | 454 | 460 | 440 | 447 | 437 | 435 | 430 | 431 | 425 | 409 | 411 |
| 452 | 458 | 464 | 444 | 451 | 441 | 439 | 434 | 435 | 429 | 413 | 415 |
| 458 | 464 | 470 | 450 | 457 | 447 | 445 | 440 | 441 | 435 | 419 | 421 |
| | | | | | | | | | | | |
| 465 | 471 | 477 | 457 | 464 | 454 | 452 | 447 | 448 | 442 | 426 | 428 |
| 474 | 480 | 486 | 466 | 473 | 463 | 461 | 456 | 457 | 451 | 435 | 437 |
| 469 | 475 | 491 | 461 | 468 | 458 | 456 | 451 | 452 | 446 | 430 | 432 |
| 487 | 493 | 499 | 481 | 486 | 476 | 474 | 469 | 470 | 464 | 448 | 450 |
| | | | | | | | | | | | |
| 487 | 493 | 499 | 479 | 486 | 476 | 474 | 469 | 470 | 464 | 448 | 450 |
| 487 | 493 | 499 | 479 | 486 | 476 | 474 | 469 | 470 | 464 | 448 | 450 |
| | | | | | | | | | | | |
| 335 | 341 | 347 | 327 | 334 | 324 | 322 | 317 | 318 | 312 | 296 | 298 |
| 314 | 350 | 356 | 336 | 343 | 333 | 331 | 326 | 327 | 321 | 305 | 307 |
| 354 | 360 | 366 | 346 | 353 | 343 | 341 | 336 | 337 | 331 | 315 | 317 |
| 359 | 365 | 371 | 351 | 358 | 348 | 346 | 341 | 342 | 336 | 320 | 322 |
| 365 | 371 | 377 | 357 | 364 | 354 | 352 | 347 | 348 | 342 | 326 | 328 |
| 376 | 382 | 388 | 368 | 375 | 365 | 363 | 358 | 359 | 353 | 337 | 339 |
| | | | | | | | | | | | |
| 403 | 409 | 415 | 395 | 402 | 392 | 390 | 385 | 386 | 380 | 364 | 366 |
| 409 | 415 | 421 | 401 | 408 | 398 | 396 | 391 | 392 | 386 | 370 | 372 |
| 421 | 427 | 433 | 413 | 420 | 410 | 408 | 403 | 404 | 398 | 382 | 384 |
| 430 | 436 | 442 | 422 | 429 | 419 | 417 | 412 | 413 | 407 | 391 | 393 |
| | | | | | | | | | | | |
| 441 | 447 | 453 | 433 | 440 | 430 | 428 | 423 | 424 | 418 | 402 | 404 |
| 451 | 457 | 463 | 443 | 450 | 440 | 438 | 433 | 434 | 428 | 412 | 414 |
| 457 | 463 | 469 | 449 | 456 | 446 | 444 | 439 | 440 | 434 | 418 | 420 |
| 460 | 466 | 472 | 452 | 459 | 449 | 447 | 442 | 443 | 437 | 421 | 423 |
| | | | | | | | | | | | |
| 303 | 309 | 315 | 295 | 302 | 292 | 290 | 285 | 286 | 280 | 264 | 266 |
| 311 | 317 | 323 | 303 | 310 | 300 | 298 | 293 | 294 | 288 | 272 | 274 |
| 318 | 324 | 330 | 310 | 317 | 307 | 305 | 300 | 301 | 295 | 279 | 281 |
| 325 | 331 | 337 | 317 | 324 | 314 | 312 | 307 | 308 | 302 | 286 | 288 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansole |
|---------------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|----------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Loop Line— | | | | | | | | | |
| Sarkoni ... | 342 | 349 | 354 | 357 | 337 | 337 | 339 | 329 | 326 |
| Zafarabad Jn. ... | 346 | 353 | 358 | 361 | 341 | 341 | 343 | 333 | 330 |
| Jaunpur Jn. and via (with B. & N.W. Ry.) | 350 | 357 | 362 | 365 | 345 | 345 | 347 | 337 | 334 |
| Mihrawan ... | 357 | 364 | 369 | 372 | 352 | 352 | 354 | 344 | 341 |
| Kheta Sarai ... | 364 | 371 | 376 | 379 | 359 | 359 | 361 | 351 | 348 |
| Shahganj Jn. and via (with B. & N.W. Ry.) | 370 | 377 | 382 | 385 | 365 | 365 | 367 | 357 | 354 |
| Bilwai ... | 377 | 384 | 389 | 392 | 372 | 372 | 374 | 364 | 361 |
| Malipur ... | 386 | 393 | 398 | 401 | 381 | 381 | 383 | 373 | 370 |
| Jafarganj ... | 392 | 399 | 404 | 407 | 387 | 387 | 389 | 379 | 376 |
| Akbarpur Jn. ... | 398 | 405 | 410 | 413 | 393 | 393 | 395 | 385 | 382 |
| Surapur ... | 404 | 411 | 416 | 419 | 399 | 399 | 401 | 391 | 388 |
| Tanda ... | 408 | 415 | 420 | 423 | 403 | 403 | 405 | 395 | 392 |
| Katahri ... | 405 | 412 | 417 | 420 | 400 | 400 | 402 | 392 | 389 |
| Goshainganj ... | 411 | 418 | 423 | 426 | 406 | 406 | 408 | 398 | 395 |
| Ulna Bhari ... | 416 | 423 | 428 | 431 | 411 | 411 | 413 | 403 | 400 |
| Bilhar Ghat ... | 422 | 429 | 434 | 437 | 417 | 417 | 419 | 409 | 406 |
| Darshannagar ... | 428 | 435 | 440 | 443 | 423 | 423 | 425 | 415 | 412 |
| Ajodhya ... | 431 | 438 | 443 | 446 | 426 | 426 | 428 | 418 | 415 |
| Fyzabad City ... | 434 | 441 | 446 | 449 | 429 | 429 | 431 | 421 | 418 |
| Fyzabad Jn. ... | 435 | 442 | 447 | 450 | 430 | 430 | 432 | 422 | 419 |
| Ajodhya Ghat and via | 432 | 439 | 444 | 447 | 427 | 427 | 429 | 419 | 416 |
| Salarpur ... | 441 | 448 | 453 | 456 | 436 | 436 | 438 | 428 | 425 |
| Sohwal ... | 445 | 452 | 457 | 460 | 440 | 440 | 442 | 432 | 429 |
| Deorakot * | | | | | | | | | |
| Baragaon ... | 453 | 460 | 465 | 468 | 448 | 448 | 450 | 440 | 437 |
| Rudauli ... | 459 | 466 | 471 | 474 | 454 | 454 | 456 | 446 | 443 |
| Rauzagaon § | 462 | 469 | 474 | 477 | 457 | 457 | 459 | 449 | 446 |
| Patranga ... | 468 | 475 | 480 | 483 | 463 | 463 | 465 | 455 | 452 |
| Daryabad ... | 473 | 480 | 485 | 488 | 468 | 468 | 470 | 460 | 457 |
| Saidkhanpur ... | 479 | 486 | 491 | 494 | 474 | 474 | 476 | 466 | 463 |
| Safdarganj ... | 486 | 493 | 498 | 501 | 481 | 481 | 483 | 473 | 470 |
| Rasauli ... | 492 | 499 | 504 | 507 | 487 | 487 | 489 | 479 | 476 |
| Bara Banki Jn. and via (with B. & N.W. Ry.) | 497 | 504 | 509 | 512 | 492 | 492 | 494 | 484 | 481 |
| Bahramghat Branch— | | | | | | | | | |
| Jahangirabad ... | 502 | 509 | 514 | 517 | 497 | 497 | 499 | 489 | 486 |
| Bindaura ... | 508 | 515 | 520 | 523 | 503 | 503 | 505 | 495 | 492 |
| Burhwal ... | 514 | 521 | 526 | 529 | 509 | 509 | 511 | 501 | 498 |
| Mahadewa ... | 517 | 524 | 529 | 532 | 512 | 512 | 514 | 504 | 501 |
| Bahramghat ... | 519 | 526 | 531 | 534 | 514 | 514 | 516 | 506 | 503 |
| Loop Line— | | | | | | | | | |
| Juguar ... | 504 | 511 | 516 | 519 | 499 | 499 | 501 | 491 | 488 |
| Malhaur ... | 507 | 514 | 519 | 522 | 502 | 502 | 504 | 494 | 491 |
| Unao-Phaphamau Section— | | | | | | | | | |
| Sarai Gopal * | 393 | 400 | 405 | 408 | 388 | 388 | 390 | 380 | 377 |
| Atrampur ... | 398 | 405 | 410 | 413 | 393 | 393 | 395 | 385 | 382 |
| Ramchaura Road ... | 402 | 409 | 414 | 417 | 397 | 397 | 399 | 389 | 386 |
| Lalgopalganj ... | 407 | 414 | 419 | 422 | 402 | 402 | 404 | 394 | 391 |
| Bhadri ... | 411 | 418 | 423 | 426 | 406 | 406 | 408 | 398 | 395 |

§ Open for goods up to 81 maunds per day.

* Not open for coal in wagon loads.

Table of Distances.

| Dhadka ● | Jalnti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|----------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 328 | 334 | 340 | 320 | 327 | 317 | 315 | 310 | 311 | 305 | 289 | 291 |
| 332 | 338 | 344 | 324 | 331 | 321 | 319 | 314 | 315 | 309 | 293 | 295 |
| 336 | 342 | 348 | 328 | 335 | 325 | 323 | 318 | 319 | 313 | 297 | 299 |
| 343 | 349 | 355 | 335 | 342 | 332 | 330 | 325 | 326 | 320 | 304 | 306 |
| 350 | 356 | 362 | 342 | 349 | 339 | 337 | 332 | 333 | 327 | 311 | 313 |
| 356 | 362 | 368 | 348 | 355 | 345 | 343 | 338 | 339 | 333 | 317 | 319 |
| 363 | 369 | 375 | 355 | 362 | 352 | 350 | 345 | 346 | 340 | 324 | 326 |
| 372 | 378 | 384 | 364 | 371 | 361 | 359 | 354 | 355 | 349 | 333 | 335 |
| 378 | 384 | 390 | 370 | 377 | 367 | 365 | 360 | 361 | 355 | 339 | 341 |
| 384 | 390 | 396 | 376 | 383 | 373 | 371 | 366 | 367 | 361 | 345 | 347 |
| 390 | 396 | 402 | 382 | 389 | 379 | 377 | 372 | 373 | 367 | 351 | 353 |
| 394 | 400 | 406 | 386 | 393 | 383 | 381 | 372 | 373 | 371 | 355 | 357 |
| 391 | 397 | 403 | 383 | 390 | 380 | 378 | 373 | 374 | 368 | 352 | 354 |
| 397 | 403 | 409 | 389 | 396 | 386 | 384 | 379 | 380 | 374 | 358 | 360 |
| 402 | 408 | 414 | 394 | 401 | 391 | 389 | 384 | 385 | 379 | 363 | 365 |
| 408 | 414 | 420 | 400 | 407 | 397 | 395 | 390 | 391 | 385 | 369 | 371 |
| 414 | 420 | 426 | 406 | 413 | 403 | 401 | 396 | 397 | 391 | 375 | 377 |
| 417 | 423 | 429 | 409 | 416 | 406 | 404 | 399 | 400 | 394 | 378 | 380 |
| 420 | 426 | 432 | 412 | 419 | 409 | 407 | 402 | 403 | 397 | 381 | 383 |
| 421 | 427 | 433 | 413 | 420 | 410 | 408 | 403 | 404 | 398 | 382 | 384 |
| 418 | 424 | 430 | 410 | 417 | 407 | 405 | 400 | 401 | 395 | 379 | 381 |
| 427 | 433 | 439 | 419 | 426 | 416 | 414 | 409 | 410 | 408 | 388 | 390 |
| 431 | 437 | 443 | 423 | 430 | 420 | 418 | 413 | 414 | 404 | 392 | 394 |
| 439 | 445 | 451 | 431 | 438 | 428 | 426 | 421 | 422 | 416 | 400 | 402 |
| 445 | 451 | 457 | 437 | 444 | 434 | 432 | 427 | 428 | 422 | 406 | 408 |
| 448 | 454 | 460 | 440 | 447 | 437 | 435 | 430 | 431 | 425 | 409 | 411 |
| 454 | 460 | 466 | 446 | 453 | 443 | 441 | 436 | 437 | 431 | 415 | 417 |
| 459 | 465 | 471 | 451 | 458 | 448 | 446 | 441 | 442 | 436 | 420 | 422 |
| 465 | 471 | 477 | 457 | 464 | 454 | 452 | 447 | 448 | 442 | 426 | 428 |
| 472 | 478 | 484 | 464 | 471 | 461 | 459 | 454 | 455 | 449 | 433 | 435 |
| 478 | 484 | 490 | 470 | 477 | 467 | 465 | 460 | 461 | 455 | 439 | 441 |
| 483 | 489 | 495 | 475 | 482 | 472 | 470 | 465 | 466 | 460 | 444 | 446 |
| 488 | 494 | 500 | 480 | 487 | 477 | 475 | 470 | 471 | 465 | 449 | 451 |
| 494 | 500 | 506 | 486 | 493 | 483 | 481 | 476 | 477 | 471 | 455 | 457 |
| 500 | 506 | 512 | 492 | 499 | 489 | 487 | 482 | 483 | 477 | 461 | 463 |
| 503 | 509 | 515 | 495 | 502 | 492 | 490 | 485 | 486 | 480 | 464 | 466 |
| 505 | 511 | 517 | 497 | 504 | 494 | 492 | 486 | 487 | 482 | 466 | 468 |
| 490 | 496 | 502 | 482 | 489 | 479 | 477 | 472 | 473 | 467 | 451 | 453 |
| 493 | 499 | 505 | 485 | 492 | 482 | 480 | 475 | 476 | 470 | 454 | 456 |
| 379 | 385 | 391 | 371 | 378 | 368 | 366 | 361 | 362 | 356 | 340 | 342 |
| 384 | 390 | 396 | 376 | 383 | 373 | 371 | 366 | 367 | 361 | 345 | 347 |
| 388 | 394 | 400 | 380 | 387 | 377 | 375 | 370 | 371 | 365 | 349 | 351 |
| 393 | 399 | 405 | 385 | 392 | 382 | 380 | 375 | 376 | 370 | 354 | 356 |
| 397 | 403 | 409 | 389 | 396 | 386 | 384 | 379 | 380 | 374 | 358 | 360 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darul Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj-Ghat | Kalipahari | Asansol • |
|-------------------------|--------|--------|-------------|--------------|----------|------------------------------------------|---------------|------------|-----------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Harnamganj ... | 416 | 423 | 428 | 431 | 411 | 411 | 413 | 403 | 400 |
| Gotni ... | 423 | 430 | 435 | 438 | 418 | 418 | 420 | 410 | 407 |
| Pariawan ... | 427 | 434 | 439 | 442 | 422 | 422 | 424 | 414 | 411 |
| Unchahar Jn. ... | 434 | 441 | 446 | 449 | 429 | 429 | 431 | 421 | 418 |
| Lachhmanpur ... | 445 | 452 | 457 | 460 | 440 | 440 | 442 | 432 | 429 |
| Udrahti † ... | 450 | 457 | 462 | 465 | 445 | 445 | 447 | 437 | 434 |
| Daryapur ... | 454 | 461 | 466 | 469 | 449 | 449 | 451 | 441 | 438 |
| Ishwardaspur ... | 439 | 446 | 451 | 454 | 434 | 434 | 436 | 426 | 423 |
| Jalalpur Dhari ... | 446 | 453 | 458 | 461 | 441 | 441 | 443 | 433 | 430 |
| Dalmou ... | 454 | 461 | 466 | 469 | 449 | 449 | 451 | 441 | 438 |
| Ubarni ... | 460 | 467 | 472 | 475 | 455 | 455 | 457 | 447 | 444 |
| Lalganj ... | 462 | 469 | 474 | 477 | 457 | 457 | 459 | 449 | 446 |
| Raghuraj Singh ... | 470 | 477 | 482 | 485 | 465 | 465 | 467 | 457 | 454 |
| Balswara ... | 474 | 481 | 486 | 489 | 469 | 469 | 471 | 461 | 458 |
| Takia ... | 478 | 485 | 490 | 493 | 473 | 473 | 475 | 465 | 462 |
| Bighapur ... | 484 | 491 | 496 | 499 | 479 | 479 | 481 | 471 | 468 |
| Tikauli Rawatpur ‡ | 490 | 497 | 502 | 505 | 485 | 485 | 487 | 477 | 474 |
| Achalganj ... | 494 | 501 | 506 | 509 | 489 | 489 | 491 | 481 | 478 |
| Cawnpore Branch— | | | | | | | | | |
| Amausi ... | 507 | 514 | 519 | 522 | 502 | 502 | 504 | 494 | 491 |
| Harauni ... | 515 | 522 | 527 | 530 | 510 | 510 | 512 | 502 | 499 |
| Jaitipur ... | 519 | 526 | 531 | 534 | 514 | 514 | 516 | 506 | 503 |
| Ajgaon ... | 513 | 520 | 525 | 528 | 508 | 508 | 510 | 500 | 497 |
| Sonik ... | 509 | 516 | 521 | 524 | 504 | 504 | 506 | 496 | 493 |
| Unao ... | 504 | 511 | 516 | 519 | 499 | 499 | 501 | 491 | 488 |
| Unao Mills * ... | 506 | 513 | 518 | 521 | 501 | 501 | 503 | 493 | 490 |
| Magarwara ... | 508 | 515 | 520 | 523 | 503 | 503 | 505 | 495 | 492 |
| Juhi ... | 517 | 524 | 529 | 532 | 512 | 512 | 514 | 504 | 501 |
| Unao-Madhoganj Section— | | | | | | | | | |
| Makhi ... | 511 | 518 | 523 | 526 | 506 | 506 | 508 | 498 | 495 |
| Safipur ... | 521 | 528 | 533 | 536 | 516 | 516 | 518 | 508 | 505 |
| Ugu ... | 524 | 531 | 536 | 539 | 519 | 519 | 521 | 511 | 508 |
| Bangarmau ... | 535 | 542 | 547 | 550 | 530 | 530 | 532 | 522 | 519 |
| Ganj Muradabad ... | 540 | 547 | 552 | 555 | 535 | 535 | 537 | 527 | 524 |
| Mallanwan ... | 545 | 552 | 557 | 560 | 540 | 540 | 542 | 532 | 529 |
| Main Line— | | | | | | | | | |
| Alamnagar ... | 505 | 512 | 517 | 520 | 500 | 500 | 502 | 492 | 489 |
| Kakori ... | 510 | 517 | 522 | 525 | 505 | 505 | 507 | 497 | 494 |
| Mallhabad ... | 516 | 523 | 528 | 531 | 511 | 511 | 513 | 503 | 500 |
| Dilawarnagar ... | 520 | 527 | 532 | 535 | 515 | 515 | 517 | 507 | 504 |
| Rahmabad ... | 524 | 531 | 536 | 539 | 519 | 519 | 521 | 511 | 508 |
| Sandila ... | 531 | 538 | 543 | 546 | 526 | 526 | 528 | 518 | 515 |
| Umar Tali † ... | 534 | 541 | 546 | 549 | 529 | 529 | 531 | 521 | 518 |
| Dalelnagar ... | 538 | 545 | 550 | 553 | 533 | 533 | 535 | 525 | 522 |
| Balamau Junc. ... | 544 | 551 | 556 | 559 | 539 | 539 | 541 | 531 | 528 |
| Balamau-Sitapur Branch— | | | | | | | | | |
| Arseni ... | 549 | 556 | 561 | 564 | 544 | 544 | 546 | 536 | 533 |
| Beniganj ... | 555 | 562 | 567 | 570 | 550 | 550 | 552 | 542 | 539 |
| Nimsar ... | 560 | 567 | 572 | 575 | 555 | 555 | 557 | 547 | 544 |
| Misrikh Tirath ... | 566 | 573 | 578 | 581 | 561 | 561 | 563 | 553 | 550 |
| Ramkot ... | 573 | 580 | 585 | 588 | 568 | 568 | 570 | 560 | 557 |
| Sitapur City ... | 581 | 588 | 593 | 596 | 576 | 576 | 578 | 568 | 565 |

* Open for consignments in full wagon loads for Unao Sugar Works only.

† Not yet opened.

‡ Open for 50 maunds per consignment.

§ Not open for coal in wagon loads.

Table of Distances.

| Dhadka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusueda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 402 | 408 | 414 | 394 | 401 | 391 | 389 | 384 | 385 | 379 | 363 | 365 |
| 409 | 415 | 421 | 401 | 408 | 398 | 396 | 391 | 392 | 386 | 370 | 372 |
| 413 | 419 | 425 | 405 | 412 | 402 | 400 | 395 | 396 | 390 | 374 | 376 |
| 420 | 426 | 432 | 412 | 419 | 409 | 407 | 402 | 403 | 397 | 381 | 383 |
| 431 | 437 | 443 | 423 | 430 | 420 | 418 | 413 | 414 | 408 | 392 | 394 |
| 436 | 442 | 448 | 428 | 435 | 425 | 423 | 418 | 419 | 413 | 397 | 399 |
| 440 | 446 | 452 | 432 | 439 | 429 | 427 | 422 | 423 | 417 | 401 | 403 |
| 425 | 431 | 437 | 417 | 424 | 414 | 412 | 407 | 408 | 402 | 386 | 388 |
| 432 | 438 | 444 | 424 | 431 | 421 | 419 | 414 | 415 | 409 | 393 | 395 |
| 440 | 446 | 452 | 432 | 439 | 429 | 427 | 422 | 423 | 417 | 401 | 403 |
| 446 | 452 | 458 | 438 | 445 | 435 | 433 | 428 | 429 | 423 | 407 | 409 |
| 448 | 454 | 460 | 440 | 447 | 437 | 435 | 430 | 431 | 425 | 409 | 411 |
| 456 | 462 | 468 | 448 | 455 | 445 | 443 | 438 | 439 | 433 | 417 | 419 |
| 460 | 466 | 472 | 452 | 459 | 449 | 447 | 442 | 443 | 437 | 421 | 423 |
| 464 | 470 | 476 | 456 | 463 | 453 | 451 | 446 | 447 | 441 | 425 | 427 |
| 470 | 476 | 482 | 462 | 469 | 459 | 457 | 452 | 453 | 447 | 431 | 433 |
| 476 | 482 | 488 | 468 | 475 | 465 | 463 | 458 | 459 | 453 | 437 | 439 |
| 480 | 486 | 492 | 472 | 479 | 469 | 467 | 462 | 463 | 457 | 441 | 443 |
| 493 | 499 | 505 | 485 | 492 | 482 | 480 | 475 | 476 | 470 | 454 | 456 |
| 501 | 507 | 513 | 493 | 500 | 490 | 488 | 483 | 484 | 478 | 462 | 464 |
| 505 | 511 | 517 | 497 | 504 | 494 | 492 | 487 | 488 | 482 | 466 | 468 |
| 499 | 505 | 511 | 491 | 498 | 488 | 486 | 481 | 482 | 476 | 460 | 462 |
| 495 | 501 | 507 | 487 | 494 | 484 | 482 | 477 | 478 | 472 | 456 | 458 |
| 490 | 496 | 502 | 482 | 489 | 479 | 477 | 472 | 473 | 467 | 451 | 453 |
| 492 | 498 | 504 | 484 | 491 | 481 | 479 | 474 | 475 | 469 | 453 | 455 |
| 494 | 500 | 506 | 486 | 493 | 483 | 481 | 476 | 477 | 471 | 455 | 457 |
| 503 | 509 | 515 | 495 | 502 | 492 | 490 | 485 | 486 | 480 | 464 | 466 |
| 497 | 503 | 509 | 489 | 496 | 486 | 484 | 479 | 480 | 474 | 458 | 460 |
| 507 | 513 | 519 | 499 | 506 | 496 | 494 | 489 | 490 | 484 | 468 | 470 |
| 510 | 516 | 522 | 502 | 509 | 499 | 497 | 492 | 493 | 487 | 471 | 473 |
| 521 | 527 | 533 | 513 | 520 | 510 | 508 | 503 | 504 | 498 | 482 | 484 |
| 526 | 532 | 538 | 518 | 525 | 515 | 513 | 508 | 509 | 503 | 487 | 489 |
| 531 | 537 | 543 | 523 | 530 | 520 | 518 | 513 | 514 | 508 | 492 | 494 |
| 491 | 497 | 503 | 483 | 490 | 480 | 478 | 473 | 474 | 468 | 452 | 454 |
| 496 | 502 | 508 | 488 | 495 | 485 | 483 | 478 | 479 | 473 | 457 | 459 |
| 502 | 508 | 514 | 494 | 501 | 491 | 489 | 484 | 485 | 479 | 463 | 465 |
| 506 | 512 | 518 | 498 | 505 | 495 | 493 | 488 | 489 | 483 | 467 | 469 |
| 510 | 516 | 522 | 502 | 509 | 499 | 497 | 492 | 493 | 487 | 471 | 473 |
| 517 | 523 | 529 | 509 | 516 | 506 | 504 | 499 | 500 | 494 | 478 | 480 |
| 520 | 526 | 532 | 512 | 519 | 509 | 507 | 502 | 503 | 497 | 481 | 483 |
| 524 | 530 | 536 | 516 | 523 | 513 | 511 | 506 | 507 | 501 | 485 | 487 |
| 530 | 536 | 542 | 522 | 529 | 519 | 517 | 512 | 513 | 507 | 491 | 493 |
| 535 | 541 | 547 | 527 | 534 | 524 | 522 | 517 | 518 | 512 | 496 | 498 |
| 541 | 547 | 553 | 533 | 540 | 530 | 528 | 523 | 524 | 518 | 502 | 504 |
| 546 | 552 | 558 | 538 | 545 | 535 | 533 | 528 | 529 | 523 | 507 | 509 |
| 552 | 558 | 564 | 544 | 551 | 541 | 539 | 534 | 535 | 529 | 513 | 515 |
| 559 | 565 | 571 | 551 | 558 | 548 | 546 | 541 | 542 | 536 | 520 | 522 |
| 567 | 573 | 579 | 559 | 566 | 556 | 554 | 549 | 550 | 544 | 528 | 530 |

Table of Distances.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
|-----------------------------------------|--------|--------|-------------|----------------|----------|------------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Auheadpur Branch— | | | | | | | | | |
| Atwa ... | 552 | 559 | 564 | 567 | 547 | 547 | 549 | 539 | 536 |
| Madhoganj ... | 552 | 559 | 564 | 567 | 547 | 547 | 549 | 539 | 536 |
| Bilgram ... | 560 | 567 | 572 | 575 | 555 | 555 | 557 | 547 | 544 |
| Auheadpur ... | 569 | 576 | 581 | 584 | 564 | 564 | 566 | 556 | 553 |
| Main Line— | | | | | | | | | |
| Baghauli ... | 549 | 556 | 561 | 564 | 544 | 544 | 546 | 536 | 533 |
| Masit ... | 552 | 559 | 564 | 567 | 547 | 547 | 549 | 539 | 536 |
| Karna ... | 558 | 565 | 570 | 573 | 553 | 553 | 555 | 545 | 542 |
| Hardoi ... | 563 | 570 | 575 | 578 | 558 | 558 | 560 | 550 | 547 |
| Kaurha ... | 569 | 576 | 581 | 584 | 564 | 564 | 566 | 556 | 553 |
| Behta Gokul ... | 575 | 582 | 587 | 590 | 570 | 570 | 572 | 562 | 559 |
| Todarpur ... | 579 | 586 | 591 | 594 | 574 | 574 | 576 | 566 | 563 |
| Anjhi ... | 584 | 591 | 596 | 599 | 579 | 579 | 581 | 571 | 568 |
| Aigawan ... | 588 | 595 | 600 | 603 | 583 | 583 | 585 | 575 | 572 |
| Kahilia ... | 593 | 600 | 605 | 608 | 588 | 588 | 590 | 580 | 577 |
| Rosa Jn. ... | 598 | 605 | 610 | 613 | 593 | 593 | 595 | 585 | 582 |
| Rosa-Sitapur Branch— | | | | | | | | | |
| Unchaulia ... | 606 | 613 | 618 | 621 | 601 | 601 | 603 | 593 | 590 |
| Jung Bahadurganj ... | 613 | 620 | 625 | 628 | 608 | 608 | 610 | 600 | 597 |
| Jahanikhhera ... | 611 | 618 | 623 | 626 | 606 | 606 | 608 | 598 | 595 |
| Maigalganj ... | 604 | 611 | 616 | 619 | 599 | 599 | 601 | 591 | 588 |
| Neri ... | 600 | 607 | 612 | 615 | 595 | 595 | 597 | 587 | 584 |
| Maholi ... | 594 | 601 | 606 | 609 | 589 | 589 | 591 | 581 | 578 |
| Hempur ... | 588 | 595 | 600 | 603 | 583 | 583 | 585 | 575 | 572 |
| Main Line— | | | | | | | | | |
| Shahjahanpur ... | 603 | 610 | 615 | 618 | 598 | 598 | 600 | 590 | 587 |
| Banthra ... | 608 | 615 | 620 | 623 | 603 | 603 | 605 | 595 | 592 |
| Tilhar ... | 614 | 621 | 626 | 629 | 609 | 609 | 611 | 601 | 598 |
| Miranpur Katra ... | 621 | 628 | 633 | 636 | 616 | 616 | 618 | 608 | 605 |
| Bilpur ... | 625 | 632 | 637 | 640 | 620 | 620 | 622 | 612 | 609 |
| Tisua ... | 629 | 636 | 641 | 644 | 624 | 624 | 626 | 616 | 613 |
| Pitambarpur ... | 635 | 642 | 647 | 650 | 630 | 630 | 632 | 622 | 619 |
| Rasulya ... | 641 | 648 | 653 | 656 | 636 | 636 | 638 | 628 | 625 |
| Bareilly Jn. and via (with R. & K. Ry.) | 647 | 654 | 659 | 662 | 642 | 642 | 644 | 634 | 631 |
| Allgarh Branch— | | | | | | | | | |
| Basharatganj ... | 656 | 663 | 668 | 671 | 651 | 651 | 653 | 643 | 640 |
| Aonla ... | 664 | 671 | 676 | 679 | 659 | 659 | 661 | 651 | 648 |
| Karengi ... | 671 | 678 | 683 | 686 | 666 | 666 | 668 | 658 | 655 |
| Dabbara ... | 675 | 682 | 687 | 690 | 670 | 670 | 672 | 662 | 659 |
| Asafpur ... | 681 | 688 | 693 | 696 | 676 | 676 | 678 | 668 | 665 |
| Chandausi Jn. ... | 690 | 697 | 702 | 705 | 685 | 685 | 687 | 677 | 674 |
| Bahjoi ... | 700 | 607 | 712 | 715 | 695 | 695 | 697 | 687 | 684 |
| Dhanari ... | 709 | 716 | 721 | 724 | 704 | 704 | 706 | 696 | 693 |
| Babrala ... | 717 | 724 | 729 | 732 | 712 | 712 | 714 | 704 | 701 |
| Rajghat Narora ... | 720 | 727 | 732 | 735 | 715 | 715 | 717 | 707 | 704 |
| Dibai ... | 725 | 732 | 737 | 740 | 720 | 720 | 722 | 712 | 709 |
| Atrauli Road ... | 726 | 733 | 738 | 741 | 721 | 721 | 723 | 713 | 710 |
| Harduaganj ... | 717 | 724 | 729 | 732 | 712 | 712 | 714 | 704 | 701 |
| Manzurgarhi ... | 714 | 721 | 726 | 729 | 709 | 709 | 711 | 701 | 698 |

Table of Distances.

| Dhadka ● | Jainti Siding | Karnatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|----------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 538 | 544 | 550 | 530 | 537 | 527 | 525 | 520 | 521 | 515 | 499 | 501 |
| 538 | 544 | 550 | 530 | 537 | 527 | 525 | 520 | 521 | 515 | 499 | 501 |
| 546 | 552 | 558 | 538 | 545 | 535 | 533 | 528 | 529 | 523 | 507 | 509 |
| 555 | 561 | 567 | 547 | 554 | 544 | 542 | 537 | 538 | 532 | 516 | 518 |
| 535 | 541 | 547 | 527 | 534 | 524 | 522 | 517 | 518 | 512 | 496 | 498 |
| 538 | 544 | 550 | 530 | 537 | 527 | 525 | 520 | 521 | 515 | 499 | 501 |
| 544 | 550 | 556 | 536 | 543 | 533 | 531 | 526 | 527 | 521 | 505 | 507 |
| 549 | 555 | 561 | 541 | 548 | 538 | 536 | 531 | 532 | 526 | 510 | 512 |
| 555 | 561 | 567 | 547 | 554 | 544 | 542 | 537 | 538 | 532 | 516 | 518 |
| 561 | 567 | 573 | 553 | 560 | 550 | 548 | 543 | 544 | 538 | 522 | 524 |
| 565 | 571 | 577 | 557 | 564 | 554 | 552 | 547 | 548 | 542 | 526 | 528 |
| 570 | 576 | 582 | 562 | 569 | 559 | 557 | 552 | 553 | 547 | 531 | 533 |
| 574 | 580 | 586 | 566 | 573 | 563 | 561 | 556 | 557 | 551 | 535 | 537 |
| 579 | 585 | 591 | 571 | 578 | 568 | 566 | 561 | 562 | 556 | 540 | 542 |
| 584 | 590 | 596 | 576 | 583 | 573 | 571 | 566 | 567 | 561 | 545 | 547 |
| 592 | 598 | 604 | 584 | 591 | 581 | 579 | 574 | 575 | 569 | 553 | 555 |
| 599 | 605 | 611 | 591 | 598 | 588 | 586 | 581 | 582 | 576 | 560 | 562 |
| 597 | 603 | 609 | 589 | 596 | 586 | 584 | 579 | 580 | 574 | 558 | 560 |
| 590 | 596 | 602 | 582 | 589 | 579 | 577 | 572 | 573 | 567 | 551 | 553 |
| 586 | 592 | 598 | 578 | 585 | 575 | 573 | 568 | 569 | 563 | 547 | 549 |
| 580 | 586 | 592 | 572 | 579 | 569 | 567 | 562 | 563 | 557 | 541 | 543 |
| 574 | 580 | 586 | 566 | 573 | 563 | 561 | 556 | 557 | 551 | 535 | 537 |
| 589 | 595 | 601 | 581 | 588 | 578 | 576 | 571 | 572 | 566 | 550 | 552 |
| 594 | 600 | 606 | 586 | 593 | 583 | 581 | 576 | 577 | 571 | 555 | 557 |
| 600 | 606 | 612 | 592 | 599 | 589 | 587 | 582 | 583 | 577 | 561 | 563 |
| 607 | 613 | 619 | 599 | 606 | 596 | 594 | 589 | 590 | 584 | 568 | 570 |
| 611 | 617 | 623 | 603 | 610 | 600 | 598 | 593 | 594 | 589 | 572 | 574 |
| 615 | 621 | 627 | 607 | 614 | 604 | 602 | 597 | 598 | 592 | 576 | 578 |
| 621 | 627 | 633 | 613 | 620 | 610 | 608 | 603 | 604 | 598 | 582 | 584 |
| 627 | 633 | 639 | 619 | 626 | 616 | 614 | 609 | 610 | 604 | 588 | 590 |
| 633 | 639 | 645 | 625 | 632 | 622 | 620 | 615 | 616 | 610 | 594 | 596 |
| 642 | 648 | 654 | 634 | 641 | 631 | 629 | 624 | 625 | 619 | 603 | 605 |
| 650 | 656 | 662 | 642 | 649 | 639 | 637 | 632 | 633 | 627 | 611 | 613 |
| 657 | 663 | 669 | 649 | 656 | 646 | 644 | 639 | 640 | 634 | 618 | 620 |
| 661 | 667 | 673 | 653 | 660 | 650 | 648 | 643 | 644 | 638 | 622 | 624 |
| 667 | 673 | 679 | 659 | 666 | 656 | 654 | 649 | 650 | 644 | 628 | 630 |
| 676 | 682 | 688 | 668 | 675 | 665 | 663 | 658 | 659 | 653 | 637 | 639 |
| 686 | 692 | 698 | 678 | 685 | 675 | 673 | 668 | 669 | 663 | 647 | 649 |
| 695 | 701 | 707 | 687 | 694 | 684 | 682 | 677 | 678 | 672 | 656 | 658 |
| 703 | 709 | 715 | 695 | 702 | 692 | 690 | 685 | 686 | 680 | 664 | 666 |
| 706 | 712 | 718 | 698 | 705 | 695 | 693 | 688 | 689 | 683 | 667 | 669 |
| 711 | 717 | 723 | 703 | 710 | 700 | 698 | 693 | 694 | 688 | 672 | 674 |
| 712 | 718 | 724 | 704 | 711 | 701 | 699 | 694 | 695 | 689 | 673 | 675 |
| 703 | 709 | 715 | 695 | 702 | 692 | 690 | 685 | 686 | 680 | 664 | 666 |
| 700 | 706 | 712 | 692 | 699 | 689 | 687 | 682 | 683 | 677 | 661 | 663 |

Table of Distances.

| Stations. | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol • |
|-------------------------------------------------------|--------|--------|-------------|----------------|----------|-----------------------------------------|---------------|-----------|-----------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Main Line— | | | | | | | | | |
| Clutterbuckganj ... | 652 | 659 | 664 | 667 | 647 | 647 | 649 | 639 | 636 |
| Bhitauna ... | 658 | 665 | 670 | 673 | 653 | 653 | 655 | 645 | 642 |
| Dhanata ... | 662 | 669 | 674 | 677 | 657 | 657 | 659 | 649 | 646 |
| Nagaria Sadat ... | 667 | 674 | 679 | 682 | 662 | 662 | 664 | 654 | 651 |
| Milak ... | 672 | 679 | 684 | 687 | 667 | 667 | 669 | 659 | 656 |
| Duganpur ... | 675 | 682 | 687 | 690 | 670 | 670 | 672 | 662 | 659 |
| Dhamora ... | 679 | 686 | 691 | 694 | 674 | 674 | 676 | 666 | 663 |
| Shahzadnagar ... | 682 | 689 | 694 | 697 | 677 | 677 | 679 | 669 | 666 |
| Rampur ... | 686 | 693 | 698 | 701 | 681 | 681 | 683 | 673 | 670 |
| Mundha Pande ... | 691 | 698 | 703 | 706 | 686 | 686 | 688 | 678 | 675 |
| Dalpatpur ... | 695 | 702 | 707 | 710 | 690 | 690 | 692 | 682 | 679 |
| Kathghar * ... | 701 | 708 | 713 | 716 | 696 | 696 | 698 | 688 | 685 |
| Moradabad Jn. (with R. & K. Ry.) | 703 | 710 | 715 | 718 | 698 | 698 | 700 | 690 | 687 |
| Loop Line— | | | | | | | | | |
| Kandarki ... | 706 | 713 | 719 | 721 | 701 | 701 | 703 | 693 | 690 |
| Raja-ka-Sahaspur Jn. ... | 702 | 709 | 714 | 717 | 697 | 697 | 699 | 689 | 686 |
| Sambhal Hatim Sarai ... | 716 | 723 | 728 | 731 | 711 | 711 | 713 | 703 | 700 |
| Sirsi Makhdumpur ... | 711 | 718 | 723 | 726 | 706 | 706 | 708 | 698 | 695 |
| Jargaon ... | 697 | 704 | 709 | 712 | 692 | 692 | 694 | 684 | 681 |
| Delhi Branch— | | | | | | | | | |
| Hakeempur ... | 711 | 718 | 723 | 726 | 706 | 706 | 708 | 698 | 695 |
| Kailsa ... | 717 | 724 | 729 | 732 | 712 | 712 | 714 | 704 | 701 |
| Amroha ... | 722 | 729 | 734 | 737 | 717 | 717 | 719 | 709 | 706 |
| Kafurpur ... | 729 | 736 | 741 | 744 | 724 | 724 | 726 | 716 | 713 |
| Gajroula Jn. ... | 736 | 743 | 748 | 751 | 731 | 731 | 733 | 723 | 720 |
| Chandpur-Siau Branch— | | | | | | | | | |
| Sherpur ... | 744 | 751 | 756 | 759 | 739 | 739 | 741 | 731 | 728 |
| Mandi-Dhanaura ... | 746 | 753 | 758 | 761 | 741 | 741 | 743 | 733 | 730 |
| Bakaina (a) ... | 751 | 758 | 763 | 766 | 746 | 746 | 748 | 738 | 735 |
| Chandpur-Siau ... | 758 | 765 | 770 | 773 | 753 | 753 | 755 | 745 | 742 |
| Chandpur-Bijnor-Muazzampur Narain Section— | | | | | | | | | |
| Sisauna ... | 764 | 771 | 776 | 779 | 759 | 759 | 761 | 751 | 748 |
| Haldaur ... | 769 | 776 | 781 | 784 | 764 | 764 | 766 | 756 | 753 |
| Khari Jhalu ... | 774 | 781 | 786 | 789 | 769 | 769 | 771 | 761 | 758 |
| Bijnor ... | 780 | 787 | 792 | 795 | 775 | 775 | 777 | 767 | 764 |
| Suaheri (a) ... | 782 | 789 | 794 | 797 | 777 | 777 | 779 | 769 | 766 |
| Basikiratpur ... | 778 | 785 | 790 | 793 | 773 | 773 | 775 | 765 | 762 |
| Delhi Branch— | | | | | | | | | |
| Kankhather ... | 741 | 748 | 753 | 756 | 736 | 736 | 738 | 728 | 725 |
| Garhmukhtesar ... | 749 | 756 | 761 | 764 | 744 | 744 | 746 | 736 | 733 |
| Simhaoli ... | 755 | 762 | 767 | 770 | 750 | 750 | 752 | 742 | 739 |
| Kuchesar Road ... | 759 | 766 | 771 | 774 | 754 | 754 | 756 | 746 | 743 |
| Babugarh ... | 763 | 770 | 775 | 778 | 758 | 758 | 760 | 750 | 747 |
| Pilkhuwa ... | 775 | 782 | 787 | 790 | 770 | 770 | 772 | 762 | 759 |
| Dasna ... | 782 | 789 | 794 | 797 | 777 | 777 | 779 | 769 | 766 |

* Not open for coal in full wagon loads.

(a) Closed.

Table of Distances.

| Dhadka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kalobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 638 | 644 | 650 | 630 | 637 | 627 | 625 | 620 | 621 | 615 | 599 | 601 |
| 644 | 650 | 656 | 636 | 643 | 633 | 631 | 626 | 627 | 621 | 605 | 607 |
| 648 | 654 | 660 | 640 | 647 | 637 | 635 | 630 | 631 | 625 | 609 | 611 |
| 653 | 659 | 665 | 645 | 652 | 642 | 640 | 635 | 636 | 630 | 614 | 616 |
| 658 | 664 | 670 | 650 | 657 | 647 | 645 | 640 | 641 | 635 | 619 | 621 |
| 661 | 667 | 673 | 653 | 660 | 650 | 648 | 643 | 644 | 638 | 622 | 624 |
| 665 | 671 | 677 | 657 | 664 | 654 | 652 | 647 | 648 | 642 | 626 | 628 |
| 668 | 674 | 680 | 660 | 667 | 657 | 655 | 650 | 651 | 645 | 629 | 631 |
| 672 | 676 | 684 | 664 | 671 | 661 | 659 | 654 | 655 | 649 | 633 | 635 |
| 677 | 683 | 689 | 669 | 676 | 666 | 664 | 659 | 660 | 654 | 638 | 640 |
| 681 | 687 | 693 | 673 | 680 | 670 | 668 | 663 | 664 | 658 | 642 | 644 |
| 687 | 693 | 699 | 679 | 686 | 676 | 674 | 669 | 670 | 664 | 648 | 650 |
| 689 | 695 | 701 | 681 | 688 | 678 | 676 | 671 | 672 | 666 | 650 | 652 |
| 692 | 698 | 704 | 684 | 691 | 681 | 679 | 674 | 675 | 669 | 653 | 655 |
| 688 | 694 | 700 | 680 | 687 | 677 | 675 | 670 | 671 | 665 | 649 | 651 |
| 702 | 708 | 714 | 694 | 701 | 691 | 689 | 684 | 685 | 679 | 663 | 665 |
| 697 | 703 | 709 | 689 | 696 | 686 | 684 | 679 | 680 | 674 | 658 | 660 |
| 683 | 689 | 695 | 675 | 682 | 672 | 670 | 665 | 666 | 660 | 644 | 646 |
| 697 | 703 | 709 | 689 | 696 | 686 | 684 | 679 | 680 | 674 | 658 | 660 |
| 703 | 709 | 715 | 695 | 702 | 692 | 690 | 685 | 686 | 680 | 664 | 666 |
| 708 | 715 | 720 | 700 | 707 | 697 | 695 | 690 | 691 | 685 | 669 | 671 |
| 715 | 721 | 727 | 707 | 714 | 704 | 702 | 697 | 698 | 692 | 676 | 678 |
| 722 | 728 | 734 | 714 | 721 | 711 | 709 | 704 | 705 | 699 | 683 | 685 |
| 730 | 736 | 742 | 722 | 729 | 719 | 717 | 712 | 713 | 707 | 691 | 693 |
| 732 | 738 | 744 | 724 | 731 | 721 | 719 | 714 | 715 | 709 | 693 | 695 |
| 737 | 743 | 749 | 729 | 736 | 726 | 724 | 719 | 720 | 714 | 698 | 700 |
| 744 | 750 | 756 | 736 | 743 | 733 | 731 | 726 | 727 | 721 | 705 | 707 |
| 750 | 756 | 762 | 742 | 749 | 739 | 737 | 732 | 733 | 727 | 711 | 713 |
| 755 | 761 | 767 | 747 | 754 | 744 | 742 | 737 | 738 | 732 | 716 | 718 |
| 760 | 766 | 772 | 752 | 759 | 749 | 747 | 742 | 743 | 737 | 721 | 723 |
| 766 | 772 | 778 | 758 | 765 | 755 | 753 | 748 | 749 | 743 | 727 | 729 |
| 768 | 774 | 780 | 760 | 767 | 757 | 755 | 750 | 751 | 745 | 729 | 731 |
| 764 | 770 | 776 | 756 | 763 | 753 | 751 | 746 | 747 | 741 | 725 | 727 |
| 727 | 733 | 739 | 719 | 726 | 716 | 714 | 709 | 710 | 704 | 688 | 690 |
| 735 | 741 | 747 | 727 | 734 | 724 | 722 | 717 | 718 | 712 | 696 | 698 |
| 741 | 747 | 753 | 733 | 740 | 730 | 728 | 723 | 724 | 718 | 702 | 704 |
| 745 | 751 | 757 | 737 | 744 | 734 | 732 | 727 | 728 | 722 | 706 | 708 |
| 749 | 755 | 761 | 741 | 748 | 738 | 736 | 731 | 732 | 726 | 710 | 712 |
| 761 | 767 | 773 | 753 | 760 | 750 | 748 | 743 | 744 | 738 | 722 | 724 |
| 768 | 774 | 780 | 760 | 767 | 757 | 755 | 750 | 751 | 745 | 729 | 731 |

Table of Distances.

| Stations. | Ondal | Ukhra | Pandaveswar | Darulah Siding | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol |
|----------------------------------------------------------|--------|--------|-------------|----------------|----------|---------------------------------------|---------------|------------|---------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Meerut Branch— | | | | | | | | | |
| Panchi ... | 772 | 779 | 784 | 787 | 767 | 767 | 769 | 759 | 756 |
| Kharkhauda ... | 776 | 783 | 788 | 791 | 771 | 771 | 773 | 763 | 760 |
| Meerut City Junc. and via (with N.-W. Ry.) | 786 | 793 | 798 | 801 | 781 | 781 | 783 | 773 | 770 |
| Main Line— | | | | | | | | | |
| Harthala § ... | 707 | 714 | 719 | 722 | 702 | 702 | 704 | 694 | 691 |
| Aghwanpur ... | 710 | 717 | 722 | 725 | 705 | 705 | 707 | 697 | 694 |
| Matlabpur ... | 716 | 723 | 728 | 731 | 711 | 711 | 713 | 703 | 700 |
| Kanth ... | 721 | 728 | 733 | 736 | 716 | 716 | 718 | 708 | 705 |
| Mewa Nawada ... | 725 | 732 | 737 | 740 | 720 | 720 | 722 | 712 | 709 |
| Seohara ... | 732 | 739 | 744 | 747 | 727 | 727 | 729 | 719 | 716 |
| Chakraj Mal ... | 736 | 743 | 748 | 751 | 731 | 731 | 733 | 723 | 720 |
| Dhampur ... | 740 | 747 | 752 | 755 | 735 | 735 | 737 | 727 | 724 |
| Puraini ... | 747 | 754 | 759 | 762 | 742 | 742 | 744 | 734 | 731 |
| Nagina ... | 750 | 757 | 762 | 765 | 745 | 745 | 747 | 737 | 734 |
| Bundki ... | 757 | 764 | 769 | 772 | 752 | 752 | 754 | 744 | 741 |
| Najibabad Jn. ... | 764 | 771 | 776 | 779 | 759 | 759 | 761 | 751 | 748 |
| Kotdwara Branch— | | | | | | | | | |
| Saneh Road ... | 773 | 780 | 785 | 788 | 768 | 768 | 770 | 760 | 757 |
| Kotdwara ... | 779 | 786 | 791 | 794 | 774 | 774 | 776 | 766 | 763 |
| Main Line— | | | | | | | | | |
| Muazzampur Narain ... | 771 | 778 | 783 | 786 | 766 | 766 | 768 | 758 | 755 |
| Chandok ... | 775 | 782 | 787 | 790 | 770 | 770 | 772 | 762 | 759 |
| Balawali ... | 780 | 787 | 792 | 795 | 775 | 775 | 777 | 767 | 764 |
| Raisi ... | 785 | 792 | 797 | 800 | 780 | 780 | 782 | 772 | 769 |
| Lhaksar Jn. ... | 790 | 797 | 802 | 805 | 785 | 785 | 787 | 777 | 774 |
| Dausni ... | 794 | 801 | 806 | 809 | 789 | 789 | 791 | 781 | 778 |
| Aithal ... | 795 | 802 | 807 | 810 | 790 | 790 | 792 | 782 | 779 |
| Hardwar Branch— | | | | | | | | | |
| Pathri ... | 798 | 805 | 810 | 813 | 793 | 793 | 795 | 785 | 782 |
| Jawalapur ... | 804 | 811 | 816 | 819 | 799 | 799 | 801 | 791 | 788 |
| Hardwar Jn. (with H. D. Ry.) | 807 | 814 | 819 | 822 | 802 | 802 | 804 | 794 | 791 |
| Bhimgoda Weir † ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Main Line— | | | | | | | | | |
| Landhaura ... | 796 | 803 | 808 | 811 | 791 | 791 | 793 | 783 | 780 |
| Roorkee ... | 801 | 808 | 813 | 816 | 796 | 796 | 798 | 788 | 785 |
| Iqbalpur ... | 806 | 813 | 818 | 821 | 801 | 801 | 803 | 793 | 790 |
| Chodiala ... | 810 | 817 | 822 | 825 | 805 | 805 | 807 | 797 | 794 |
| Baliakheri ... | 817 | 824 | 829 | 832 | 812 | 812 | 814 | 804 | 801 |
| Khan-Alampura West * | 822 | 829 | 834 | 837 | 817 | 817 | 819 | 809 | 806 |
| Saharanpur Jn. and via (with N.-W. and S. S. L. Rys.) | 823 | 830 | 835 | 838 | 818 | 818 | 820 | 810 | 807 |

* Open only for Military traffic as well as for Ry. Materials and stores including Railway coal.

§ Not yet opened for coal traffic.

† Coal for Irrigation Department may be booked to Bhimgoda Weir station at a charge of Rs. 10 per wagon in addition to Hardwar rates.

Table of Distances.

| Dhagka | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda |
|--------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|---------|
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 758 | 764 | 770 | 750 | 757 | 747 | 745 | 740 | 741 | 735 | 719 | 721 |
| 762 | 768 | 774 | 754 | 761 | 751 | 749 | 744 | 745 | 739 | 723 | 725 |
| 772 | 778 | 784 | 764 | 771 | 761 | 759 | 754 | 755 | 749 | 733 | 735 |
| 693 | 699 | 705 | 685 | 692 | 682 | 682 | 675 | 676 | 670 | 654 | 656 |
| 696 | 702 | 708 | 688 | 695 | 685 | 683 | 678 | 679 | 673 | 657 | 659 |
| 702 | 708 | 714 | 694 | 701 | 691 | 689 | 684 | 685 | 679 | 663 | 665 |
| 707 | 713 | 719 | 699 | 706 | 696 | 694 | 689 | 690 | 684 | 668 | 670 |
| 711 | 717 | 723 | 703 | 710 | 700 | 698 | 693 | 694 | 688 | 672 | 674 |
| 718 | 724 | 730 | 710 | 717 | 707 | 705 | 700 | 701 | 695 | 679 | 681 |
| 722 | 728 | 734 | 714 | 721 | 711 | 709 | 704 | 705 | 699 | 683 | 685 |
| 726 | 732 | 738 | 718 | 725 | 715 | 713 | 708 | 709 | 703 | 687 | 689 |
| 733 | 739 | 745 | 725 | 732 | 722 | 720 | 715 | 716 | 710 | 694 | 696 |
| 736 | 742 | 748 | 728 | 735 | 725 | 723 | 718 | 719 | 713 | 697 | 699 |
| 743 | 749 | 755 | 735 | 742 | 732 | 730 | 725 | 726 | 720 | 704 | 706 |
| 750 | 756 | 762 | 742 | 749 | 739 | 737 | 732 | 733 | 727 | 711 | 713 |
| 759 | 765 | 771 | 751 | 758 | 748 | 746 | 741 | 742 | 736 | 720 | 722 |
| 765 | 771 | 777 | 757 | 764 | 754 | 752 | 747 | 748 | 742 | 726 | 728 |
| 757 | 763 | 769 | 749 | 756 | 746 | 744 | 739 | 740 | 734 | 718 | 720 |
| 761 | 767 | 773 | 753 | 760 | 750 | 748 | 743 | 744 | 738 | 722 | 724 |
| 766 | 772 | 778 | 758 | 765 | 755 | 753 | 748 | 749 | 743 | 727 | 729 |
| 771 | 777 | 783 | 763 | 770 | 760 | 758 | 753 | 754 | 748 | 732 | 734 |
| 776 | 782 | 788 | 768 | 775 | 765 | 763 | 758 | 759 | 753 | 737 | 739 |
| 780 | 786 | 792 | 772 | 779 | 769 | 767 | 762 | 763 | 757 | 741 | 743 |
| 781 | 787 | 793 | 773 | 780 | 770 | 768 | 763 | 764 | 758 | 742 | 744 |
| 784 | 790 | 796 | 776 | 783 | 773 | 771 | 766 | 767 | 761 | 745 | 747 |
| 790 | 796 | 802 | 782 | 789 | 779 | 777 | 772 | 773 | 767 | 751 | 753 |
| 793 | 799 | 805 | 785 | 792 | 782 | 780 | 775 | 776 | 770 | 754 | 756 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 782 | 788 | 794 | 774 | 781 | 771 | 769 | 764 | 765 | 759 | 743 | 745 |
| 787 | 793 | 799 | 779 | 786 | 776 | 774 | 769 | 770 | 764 | 748 | 750 |
| 792 | 798 | 804 | 784 | 791 | 781 | 779 | 774 | 775 | 769 | 753 | 755 |
| 796 | 802 | 808 | 788 | 795 | 785 | 783 | 778 | 779 | 773 | 757 | 759 |
| 803 | 809 | 815 | 795 | 802 | 792 | 790 | 785 | 786 | 780 | 764 | 766 |
| 808 | 814 | 820 | 800 | 807 | 797 | 795 | 790 | 791 | 785 | 769 | 771 |
| 809 | 815 | 821 | 801 | 808 | 798 | 796 | 791 | 792 | 786 | 770 | 772 |

Table of Distances.

| Stations to | Jheriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|--------------------------------------------|---------|------------|------------|----------------|-----------------|-------------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur baree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Howrah and via ... | 173 | 178 | 177 | 208 | 208 | 211 | 125 | 123 | 125 | 126 | 129 | 133 |
| Lillooah ¶ ... | 170 | 175 | 174 | 205 | 205 | 209 | 122 | 121 | 122 | 123 | 126 | 130 |
| Belur § ... | 169 | 174 | 173 | 204 | 204 | 207 | 121 | 119 | 121 | 122 | 125 | 129 |
| Howrah-Burdwan Chord— | | | | | | | | | | | | |
| Dankuni ... | 156 | 162 | 160 | 191 | 191 | 195 | 108 | 107 | 108 | 109 | 112 | 117 |
| Begumpur ... | 153 | 158 | 157 | 188 | 187 | 191 | 105 | 103 | 104 | 106 | 109 | 113 |
| Monirampur ... | 149 | 154 | 153 | 184 | 184 | 188 | 101 | 100 | 101 | 102 | 105 | 110 |
| Chandanpur ... | 140 | 145 | 144 | 175 | 175 | 179 | 92 | 91 | 92 | 93 | 96 | 101 |
| Belmuri ... | 136 | 142 | 140 | 172 | 171 | 175 | 89 | 87 | 88 | 89 | 92 | 97 |
| Gurup ... | 130 | 135 | 134 | 165 | 164 | 168 | 82 | 80 | 81 | 83 | 86 | 90 |
| Jaugram ... | 125 | 130 | 129 | 160 | 160 | 164 | 77 | 76 | 77 | 78 | 81 | 86 |
| Masagram ... | 121 | 126 | 125 | 156 | 156 | 159 | 73 | 71 | 73 | 74 | 77 | 81 |
| Palla Road * ... | 118 | 123 | 122 | 152 | 152 | 156 | 69 | 68 | 69 | 70 | 73 | 78 |
| Bally ... | 168 | 173 | 172 | 203 | 202 | 206 | 120 | 118 | 119 | 121 | 124 | 128 |
| Uttarpara* ... | 167 | 172 | 171 | 202 | 202 | 205 | 119 | 117 | 119 | 120 | 123 | 127 |
| Konnagar ... | 164 | 170 | 168 | 200 | 199 | 203 | 117 | 115 | 116 | 117 | 120 | 125 |
| Rishra Siding ... | 164 | 170 | 168 | 200 | 199 | 203 | 117 | 115 | 116 | 117 | 120 | 125 |
| Serampore ... | 161 | 166 | 165 | 196 | 196 | 199 | 113 | 111 | 113 | 114 | 117 | 121 |
| Sheoraphuli ... | 159 | 164 | 163 | 194 | 194 | 198 | 111 | 110 | 111 | 112 | 115 | 120 |
| T. B. Ry.—Dearah ... | 163 | 168 | 167 | 198 | 197 | 201 | 115 | 113 | 114 | 116 | 119 | 123 |
| Nasibpur* ... | 164 | 169 | 168 | 199 | 199 | 202 | 116 | 114 | 116 | 117 | 120 | 124 |
| Singur ... | 166 | 171 | 170 | 201 | 201 | 205 | 118 | 117 | 118 | 119 | 122 | 127 |
| Kamarkundu ... | 168 | 173 | 172 | 203 | 203 | 206 | 120 | 118 | 120 | 121 | 124 | 128 |
| Nalikul ... | 170 | 175 | 174 | 205 | 205 | 209 | 122 | 121 | 122 | 123 | 126 | 131 |
| Haripal ... | 173 | 178 | 177 | 208 | 208 | 212 | 125 | 124 | 125 | 126 | 129 | 134 |
| Kaikala * ... | 175 | 180 | 179 | 210 | 210 | 214 | 127 | 126 | 127 | 128 | 131 | 135 |
| Bahirkhand ... | 177 | 182 | 181 | 212 | 212 | 215 | 129 | 127 | 129 | 130 | 133 | 137 |
| Tarakeswar ... | 181 | 186 | 185 | 216 | 216 | 219 | 133 | 131 | 133 | 134 | 137 | 141 |
| Baidyabati * ... | 158 | 163 | 162 | 193 | 193 | 196 | 110 | 108 | 110 | 111 | 114 | 118 |
| Bhadreswar Ghat ... | 155 | 161 | 159 | 191 | 190 | 194 | 108 | 106 | 107 | 108 | 111 | 116 |
| Mankundu * ... | 154 | 159 | 158 | 189 | 189 | 193 | 106 | 105 | 106 | 107 | 110 | 114 |
| Chandernagore ... | 153 | 158 | 157 | 188 | 187 | 191 | 105 | 103 | 104 | 106 | 109 | 113 |
| Chinsurah* ... | 151 | 156 | 155 | 186 | 185 | 189 | 103 | 101 | 102 | 104 | 107 | 111 |
| Hooghly ... | 150 | 155 | 154 | 185 | 184 | 188 | 102 | 100 | 101 | 103 | 106 | 110 |
| Bandel† ... | 148 | 154 | 152 | 184 | 183 | 187 | 101 | 99 | 100 | 101 | 104 | 109 |
| Naihati Branch— | | | | | | | | | | | | |
| Hooghly Ghat * ... | 150 | 155 | 154 | 185 | 184 | 188 | 102 | 100 | 101 | 103 | 106 | 110 |
| Garifa * ... | 150 | 155 | 154 | 185 | 185 | 189 | 102 | 101 | 102 | 103 | 106 | 111 |
| Naihati Jn. (with E. B. Ry.) and v.i.v. | 153 | 159 | 157 | 188 | 187 | 191 | 105 | 104 | 104 | 106 | 109 | 114 |
| Bandel-Azimganj-Barhar- wa Extension— | | | | | | | | | | | | |
| Bansabati ... | 151 | 156 | 155 | 186 | 186 | 190 | 103 | 102 | 103 | 104 | 107 | 112 |
| Tribeni E. I. R.* ... | 153 | 159 | 157 | 189 | 188 | 192 | 106 | 104 | 105 | 106 | 109 | 114 |
| Khamargachi ... | 159 | 164 | 163 | 194 | 194 | 197 | 111 | 109 | 111 | 112 | 115 | 119 |
| Jirat * ... | 162 | 167 | 166 | 197 | 197 | 201 | 114 | 113 | 114 | 115 | 118 | 122 |
| Balagarh ... | 164 | 169 | 168 | 199 | 199 | 203 | 116 | 115 | 116 | 117 | 120 | 124 |
| Somra Bazar ... | 167 | 172 | 170 | 201 | 201 | 204 | 118 | 116 | 118 | 119 | 122 | 126 |
| Guptipara ... | 170 | 175 | 174 | 205 | 205 | 209 | 122 | 121 | 122 | 123 | 126 | 131 |
| Kalna Court ... | 175 | 180 | 179 | 210 | 209 | 213 | 127 | 125 | 126 | 128 | 131 | 139 |
| Bagnapara ... | 178 | 180 | 182 | 212 | 212 | 216 | 129 | 128 | 129 | 130 | 133 | 137 |
| Dhatrigram ... | 180 | 185 | 184 | 215 | 215 | 218 | 132 | 130 | 132 | 133 | 136 | 140 |
| Samudragarh ... | 184 | 189 | 188 | 219 | 219 | 223 | 136 | 135 | 136 | 137 | 140 | 144 |

* Not yet open for coal, coke and patent fuel in full wagon loads.

¶ Open for Railway Materials including Coal, Coke and Patent Fuel for Departmental use.

† Open for coal for Loco. Foreman, Bandel, only.

§ Open for coal, coke and patent fuel in full wagon loads for the National Iron and Steel Co.'s Sidings.

Table of Distances.

| Churulla | Gaurangdi | Panchra | Palasthali | Daltonganj Branch | | Chandrapura-Barka Kana Section | | | | | | | | | C. I. C. Ry. | |
|----------|-----------|---------|------------|-------------------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|------------|--------|------------------|--------------|--|
| | | | | Rajhara | Rajhara Siding | Chandrapura | Phusro | Bermo | Jarandih Siding | Gomia | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding | | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | | |
| 133 | 140 | 135 | 148 | 376 | 374 | 197 | 204 | 208 | 211 | 217 | 244 | 250 | 280 | 259 | | |
| 130 | 137 | 132 | 145 | 373 | 371 | 195 | 202 | 206 | 208 | 215 | 242 | 247 | 277 | 256 | | |
| 129 | 136 | 131 | 144 | 372 | 370 | 193 | 200 | 204 | 207 | 213 | 240 | 246 | 276 | 255 | | |
| 117 | 124 | 118 | 131 | 359 | 358 | 181 | 188 | 192 | 194 | 201 | 228 | 233 | 264 | 242 | | |
| 113 | 120 | 114 | 128 | 356 | 354 | 177 | 184 | 188 | 191 | 197 | 224 | 230 | 260 | 239 | | |
| 110 | 117 | 111 | 124 | 352 | 351 | 174 | 181 | 185 | 187 | 194 | 221 | 226 | 257 | 235 | | |
| 101 | 108 | 102 | 115 | 343 | 342 | 165 | 172 | 176 | 178 | 185 | 212 | 218 | 248 | 226 | | |
| 97 | 104 | 98 | 111 | 339 | 338 | 161 | 168 | 172 | 175 | 181 | 208 | 214 | 244 | 223 | | |
| 90 | 97 | 91 | 105 | 332 | 331 | 154 | 161 | 165 | 168 | 174 | 201 | 207 | 237 | 216 | | |
| 85 | 92 | 87 | 100 | 328 | 327 | 150 | 157 | 161 | 163 | 170 | 197 | 203 | 233 | 211 | | |
| 81 | 88 | 82 | 96 | 324 | 322 | 146 | 153 | 157 | 159 | 166 | 193 | 198 | 228 | 207 | | |
| 78 | 85 | 79 | 92 | 320 | 319 | 142 | 149 | 153 | 155 | 162 | 189 | 194 | 225 | 203 | | |
| 128 | 135 | 129 | 143 | 370 | 369 | 192 | 199 | 203 | 206 | 212 | 239 | 245 | 275 | 253 | | |
| 127 | 134 | 129 | 142 | 370 | 368 | 191 | 198 | 202 | 205 | 211 | 238 | 244 | 274 | 253 | | |
| 125 | 132 | 126 | 139 | 367 | 366 | 189 | 196 | 200 | 203 | 209 | 236 | 242 | 272 | 250 | | |
| 125 | 132 | 124 | 139 | 365 | 364 | 187 | 194 | 198 | 201 | 207 | 234 | 240 | 270 | 259 | | |
| 121 | 128 | 122 | 136 | 363 | 362 | 185 | 192 | 196 | 199 | 205 | 232 | 238 | 268 | 247 | | |
| 119 | 126 | 121 | 134 | 362 | 361 | 184 | 191 | 195 | 197 | 204 | 231 | 236 | 266 | 245 | | |
| 123 | 130 | 124 | 138 | 365 | 364 | 187 | 194 | 198 | 201 | 207 | 234 | 240 | 270 | 248 | | |
| 124 | 131 | 125 | 139 | 366 | 365 | 188 | 195 | 199 | 202 | 208 | 235 | 241 | 271 | 250 | | |
| 126 | 133 | 128 | 141 | 369 | 368 | 191 | 198 | 202 | 204 | 211 | 238 | 243 | 273 | 252 | | |
| 128 | 135 | 129 | 143 | 370 | 369 | 192 | 199 | 203 | 206 | 212 | 239 | 245 | 275 | 254 | | |
| 130 | 137 | 132 | 145 | 373 | 372 | 195 | 202 | 206 | 208 | 215 | 242 | 247 | 277 | 256 | | |
| 134 | 141 | 135 | 148 | 376 | 375 | 198 | 205 | 209 | 211 | 218 | 245 | 250 | 286 | 259 | | |
| 135 | 142 | 137 | 150 | 378 | 376 | 200 | 207 | 211 | 213 | 220 | 247 | 252 | 282 | 261 | | |
| 137 | 144 | 138 | 152 | 379 | 378 | 201 | 208 | 212 | 215 | 221 | 248 | 254 | 284 | 263 | | |
| 141 | 148 | 143 | 156 | 384 | 382 | 205 | 212 | 216 | 219 | 225 | 252 | 258 | 288 | 267 | | |
| 118 | 125 | 120 | 133 | 361 | 359 | 182 | 189 | 193 | 196 | 202 | 229 | 235 | 265 | 244 | | |
| 116 | 123 | 117 | 130 | 358 | 357 | 180 | 187 | 191 | 194 | 200 | 227 | 233 | 263 | 241 | | |
| 114 | 121 | 116 | 129 | 357 | 355 | 179 | 186 | 190 | 192 | 199 | 226 | 231 | 261 | 240 | | |
| 113 | 120 | 114 | 128 | 355 | 354 | 177 | 184 | 188 | 191 | 197 | 224 | 230 | 260 | 239 | | |
| 111 | 118 | 112 | 126 | 353 | 352 | 175 | 182 | 186 | 189 | 195 | 222 | 228 | 258 | 237 | | |
| 110 | 117 | 111 | 125 | 352 | 351 | 174 | 181 | 185 | 188 | 194 | 221 | 227 | 257 | 236 | | |
| 109 | 116 | 110 | 123 | 351 | 350 | 173 | 180 | 184 | 187 | 193 | 220 | 226 | 256 | 234 | | |
| 110 | 117 | 111 | 125 | 352 | 351 | 174 | 181 | 185 | 188 | 194 | 221 | 227 | 257 | 236 | | |
| 111 | 118 | 112 | 125 | 353 | 352 | 175 | 182 | 186 | 189 | 195 | 222 | 227 | 258 | 236 | | |
| 114 | 121 | 115 | 127 | 356 | 355 | 178 | 185 | 189 | 192 | 198 | 225 | 231 | 261 | 239 | | |
| 111 | 118 | 113 | 126 | 354 | 353 | 176 | 183 | 187 | 189 | 196 | 223 | 228 | 258 | 237 | | |
| 114 | 121 | 115 | 128 | 356 | 355 | 178 | 185 | 189 | 192 | 198 | 225 | 231 | 261 | 239 | | |
| 119 | 126 | 120 | 134 | 361 | 360 | 183 | 190 | 194 | 197 | 203 | 230 | 236 | 266 | 245 | | |
| 122 | 129 | 124 | 137 | 365 | 363 | 187 | 194 | 198 | 200 | 207 | 234 | 239 | 269 | 248 | | |
| 124 | 131 | 126 | 139 | 367 | 365 | 189 | 196 | 200 | 202 | 209 | 236 | 241 | 271 | 250 | | |
| 126 | 133 | 127 | 141 | 368 | 367 | 190 | 197 | 201 | 204 | 210 | 237 | 243 | 273 | 252 | | |
| 130 | 137 | 132 | 145 | 373 | 372 | 195 | 202 | 206 | 208 | 215 | 242 | 247 | 277 | 256 | | |
| 135 | 142 | 136 | 150 | 377 | 376 | 199 | 206 | 210 | 213 | 219 | 246 | 252 | 282 | 260 | | |
| 137 | 144 | 139 | 152 | 380 | 378 | 202 | 209 | 213 | 215 | 222 | 249 | 254 | 284 | 263 | | |
| 140 | 147 | 142 | 155 | 383 | 381 | 204 | 211 | 215 | 218 | 224 | 251 | 257 | 287 | 266 | | |
| 144 | 151 | 146 | 159 | 387 | 385 | 209 | 216 | 220 | 222 | 229 | 256 | 261 | 291 | 270 | | |

Table of Distances.

| Stations to | Jherriah | Pathardih | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|-----------------------------------------------------------|----------|-----------|------------|----------------|------------------|-------------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur- baree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Bandel-Azimganj-Barhar- wa Extension—(Contd.)— | | | | | | | | | | | | |
| Nabadwip ... | 189 | 194 | 193 | 224 | 224 | 228 | 141 | 140 | 141 | 142 | 145 | 149 |
| Purbasthali ... | 194 | 199 | 198 | 229 | 229 | 232 | 146 | 144 | 146 | 147 | 150 | 154 |
| Patuli ... | 202 | 207 | 206 | 237 | 237 | 241 | 154 | 153 | 154 | 155 | 158 | 163 |
| Agradwip ... | 205 | 210 | 209 | 240 | 240 | 243 | 157 | 156 | 157 | 158 | 161 | 166 |
| Dainhat ... | 206 | 211 | 210 | 241 | 241 | 245 | 158 | 157 | 158 | 159 | 162 | 166 |
| Katwa Jn. (with B. K. Ry.) and via. | 202 | 207 | 206 | 237 | 236 | 240 | 154 | 152 | 153 | 155 | 158 | 162 |
| Gangatikuri ... | 195 | 200 | 199 | 231 | 230 | 234 | 148 | 146 | 147 | 148 | 151 | 156 |
| Salar ... | 191 | 196 | 195 | 226 | 226 | 230 | 143 | 142 | 143 | 144 | 147 | 151 |
| Bazar Sohu ... | 183 | 188 | 187 | 218 | 218 | 221 | 135 | 133 | 135 | 136 | 139 | 143 |
| Chowrigacha ... | 178 | 183 | 182 | 213 | 213 | 217 | 130 | 129 | 130 | 131 | 134 | 138 |
| Chiroti * ... | 172 | 177 | 176 | 207 | 207 | 211 | 124 | 123 | 124 | 125 | 128 | 133 |
| Khagra Ghat Road ... | 166 | 171 | 170 | 201 | 200 | 204 | 118 | 116 | 117 | 119 | 122 | 126 |
| Labagh Court Road* ... | 161 | 166 | 165 | 196 | 195 | 199 | 113 | 111 | 112 | 114 | 117 | 121 |
| Azimganj Jn. ... | 157 | 162 | 161 | 192 | 191 | 195 | 109 | 107 | 108 | 110 | 113 | 117 |
| Manigram ... | 169 | 174 | 173 | 204 | 204 | 208 | 121 | 120 | 121 | 122 | 125 | 130 |
| Gankar ... | 174 | 179 | 178 | 210 | 209 | 213 | 127 | 125 | 126 | 127 | 130 | 135 |
| Jangipur Road ... | 178 | 184 | 182 | 214 | 213 | 217 | 131 | 129 | 130 | 131 | 134 | 139 |
| Sajinipara ... | 186 | 191 | 190 | 221 | 221 | 225 | 138 | 137 | 138 | 139 | 142 | 147 |
| Nimtita ... | 190 | 195 | 194 | 225 | 225 | 229 | 142 | 141 | 142 | 143 | 146 | 151 |
| Dhulian Ganges ... | 187 | 192 | 191 | 222 | 221 | 225 | 139 | 137 | 138 | 140 | 143 | 147 |
| Tildanga ... | 177 | 182 | 181 | 212 | 211 | 215 | 129 | 127 | 128 | 130 | 133 | 137 |
| Trishbigha ... | 146 | 151 | 150 | 181 | 181 | 185 | 98 | 97 | 98 | 99 | 102 | 107 |
| Magra Jn. (with B. P. Ry.) and via. | 144 | 149 | 148 | 179 | 179 | 183 | 96 | 95 | 96 | 97 | 100 | 105 |
| Talandoo * ... | 142 | 147 | 146 | 177 | 177 | 180 | 94 | 92 | 94 | 95 | 98 | 102 |
| Khanyan ... | 139 | 144 | 143 | 174 | 173 | 177 | 91 | 89 | 90 | 92 | 95 | 99 |
| Pundooah ... | 135 | 140 | 139 | 170 | 170 | 174 | 87 | 86 | 87 | 88 | 91 | 96 |
| Simlagarh ... | 132 | 137 | 136 | 167 | 167 | 171 | 84 | 83 | 84 | 85 | 88 | 93 |
| Boinchee ... | 129 | 134 | 133 | 164 | 164 | 168 | 81 | 80 | 81 | 82 | 85 | 90 |
| Debipur ... | 126 | 132 | 130 | 162 | 161 | 165 | 79 | 77 | 78 | 79 | 82 | 87 |
| Bagila * ... | 124 | 130 | 128 | 160 | 159 | 163 | 77 | 75 | 76 | 77 | 80 | 85 |
| Memari ... | 122 | 128 | 126 | 158 | 157 | 161 | 75 | 73 | 74 | 75 | 78 | 83 |
| Rasulpur ... | 119 | 124 | 123 | 154 | 153 | 157 | 71 | 69 | 70 | 72 | 75 | 79 |
| Palsit * ... | 116 | 121 | 120 | 151 | 151 | 155 | 68 | 67 | 68 | 69 | 72 | 76 |
| Saktighar ... | 114 | 119 | 118 | 149 | 149 | 152 | 66 | 65 | 66 | 67 | 70 | 74 |
| Gangpur * ... | 111 | 116 | 115 | 146 | 146 | 149 | 63 | 61 | 63 | 64 | 67 | 71 |
| Burdwan Jn. (with B. K. Ry.) & via. | 107 | 112 | 111 | 142 | 141 | 145 | 59 | 57 | 58 | 60 | 63 | 67 |
| Talit ... | 102 | 107 | 106 | 137 | 137 | 141 | 54 | 53 | 54 | 55 | 58 | 63 |
| Khana Junc. ... | 98 | 104 | 102 | 134 | 133 | 137 | 51 | 49 | 50 | 51 | 54 | 59 |
| Loop Line— | | | | | | | | | | | | |
| Bonpas ... | 104 | 110 | 108 | 140 | 139 | 143 | 56 | 55 | 56 | 57 | 60 | 65 |
| Gushkara ... | 111 | 116 | 115 | 146 | 145 | 149 | 63 | 61 | 62 | 64 | 67 | 71 |
| Bhedia ... | 118 | 123 | 122 | 153 | 152 | 156 | 70 | 68 | 69 | 71 | 74 | 78 |
| Bolpur ... | 122 | 127 | 126 | 157 | 157 | 161 | 74 | 73 | 74 | 75 | 78 | 83 |
| Kopal ... | 117 | 122 | 121 | 152 | 151 | 155 | 69 | 67 | 68 | 70 | 73 | 77 |
| Ahmadpur Jn. (with A. K. Ry.) and via. | 111 | 116 | 115 | 146 | 146 | 150 | 63 | 62 | 63 | 64 | 67 | 72 |
| Bataspur * ... | 108 | 113 | 112 | 143 | 142 | 146 | 60 | 58 | 59 | 61 | 64 | 68 |
| Sainthia ... | 103 | 108 | 107 | 138 | 138 | 141 | 55 | 53 | 55 | 56 | 59 | 63 |
| Godadharpur ... | 107 | 113 | 111 | 143 | 142 | 146 | 59 | 58 | 59 | 60 | 63 | 68 |
| Mollarpur ... | 112 | 118 | 116 | 148 | 147 | 151 | 65 | 63 | 64 | 65 | 68 | 73 |

* Not yet open for coal, coke and patent fuel in full wagon loads.

Table of Distances

| Churulia | Gaurangdi | Panchra | Palasthali | Daltongani Branch | | Chandrapura-Barkakana Section | | | | | | | | | C. I. C. Ry. | |
|----------|-----------|---------|------------|-------------------|----------------|-------------------------------|--------|--------|-----------------|--------|-------------|------------|--------|------------------|--------------|--------|
| | | | | Rajhara | Rajhara Siding | Chandrapura | Phusro | Bermo | Jarandih Siding | Gomla | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding | | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 149 | 156 | 151 | 164 | 392 | 390 | 214 | 221 | 225 | 227 | 234 | 261 | 266 | 296 | 275 | | |
| 154 | 161 | 146 | 167 | 396 | 395 | 218 | 225 | 229 | 232 | 238 | 265 | 271 | 301 | 280 | | |
| 163 | 170 | 138 | 159 | 405 | 404 | 227 | 234 | 238 | 241 | 247 | 274 | 279 | 310 | 288 | | |
| 165 | 172 | 135 | 156 | 408 | 407 | 230 | 237 | 241 | 243 | 250 | 277 | 282 | 312 | 291 | | |
| 166 | 173 | 131 | 152 | 409 | 407 | 230 | 237 | 241 | 244 | 250 | 277 | 283 | 313 | 292 | | |
| 162 | 169 | 127 | 148 | 404 | 403 | 226 | 233 | 237 | 240 | 246 | 273 | 279 | 309 | 288 | | |
| 155 | 162 | 120 | 141 | 398 | 397 | 220 | 227 | 231 | 233 | 240 | 267 | 272 | 302 | 281 | | |
| 151 | 158 | 116 | 137 | 394 | 392 | 215 | 222 | 226 | 229 | 235 | 262 | 268 | 298 | 277 | | |
| 143 | 150 | 108 | 129 | 385 | 384 | 207 | 214 | 218 | 221 | 227 | 254 | 260 | 290 | 269 | | |
| 138 | 145 | 103 | 124 | 381 | 379 | 203 | 210 | 214 | 216 | 223 | 250 | 255 | 285 | 264 | | |
| 133 | 140 | 97 | 118 | 375 | 374 | 197 | 204 | 208 | 210 | 217 | 244 | 250 | 280 | 258 | | |
| 126 | 133 | 91 | 111 | 368 | 367 | 190 | 197 | 201 | 204 | 210 | 237 | 243 | 273 | 251 | | |
| 121 | 128 | 86 | 107 | 363 | 362 | 185 | 192 | 196 | 199 | 205 | 232 | 238 | 268 | 247 | | |
| 117 | 124 | 82 | 102 | 359 | 358 | 181 | 188 | 192 | 195 | 201 | 228 | 234 | 264 | 242 | | |
| 130 | 137 | 94 | 115 | 372 | 371 | 194 | 201 | 205 | 207 | 214 | 241 | 247 | 277 | 255 | | |
| 134 | 141 | 99 | 120 | 377 | 376 | 199 | 206 | 210 | 212 | 219 | 246 | 252 | 282 | 260 | | |
| 139 | 146 | 104 | 124 | 373 | 376 | 203 | 210 | 214 | 216 | 223 | 250 | 256 | 286 | 264 | | |
| 146 | 153 | 111 | 132 | 365 | 368 | 211 | 218 | 222 | 224 | 231 | 258 | 263 | 293 | 272 | | |
| 151 | 158 | 115 | 136 | 361 | 364 | 215 | 222 | 226 | 228 | 235 | 262 | 268 | 298 | 276 | | |
| 147 | 154 | 110 | 133 | 356 | 359 | 211 | 218 | 222 | 225 | 231 | 258 | 264 | 294 | 273 | | |
| 137 | 144 | 102 | 123 | 346 | 349 | 201 | 208 | 212 | 215 | 221 | 248 | 254 | 284 | 263 | | |
| 107 | 114 | 108 | 121 | 349 | 348 | 171 | 178 | 182 | 184 | 191 | 218 | 223 | 254 | 282 | | |
| 104 | 111 | 106 | 119 | 347 | 346 | 169 | 176 | 180 | 182 | 189 | 216 | 221 | 251 | 230 | | |
| 102 | 109 | 103 | 117 | 344 | 343 | 168 | 175 | 179 | 180 | 188 | 215 | 219 | 249 | 228 | | |
| 99 | 106 | 100 | 114 | 341 | 340 | 163 | 170 | 174 | 177 | 183 | 210 | 216 | 246 | 224 | | |
| 96 | 103 | 97 | 110 | 338 | 337 | 160 | 167 | 171 | 173 | 180 | 207 | 212 | 243 | 221 | | |
| 93 | 100 | 94 | 107 | 335 | 334 | 157 | 164 | 168 | 170 | 177 | 204 | 209 | 240 | 218 | | |
| 89 | 96 | 91 | 104 | 332 | 331 | 154 | 161 | 165 | 168 | 174 | 201 | 206 | 236 | 215 | | |
| 87 | 94 | 88 | 101 | 329 | 328 | 151 | 158 | 162 | 165 | 171 | 198 | 204 | 234 | 212 | | |
| 85 | 92 | 86 | 99 | 327 | 326 | 149 | 156 | 160 | 162 | 169 | 196 | 202 | 232 | 210 | | |
| 83 | 90 | 84 | 97 | 325 | 324 | 147 | 154 | 158 | 160 | 167 | 194 | 200 | 230 | 208 | | |
| 79 | 86 | 80 | 94 | 321 | 320 | 143 | 150 | 154 | 157 | 163 | 190 | 196 | 226 | 204 | | |
| 76 | 83 | 78 | 91 | 319 | 317 | 141 | 148 | 152 | 154 | 161 | 188 | 193 | 223 | 202 | | |
| 74 | 81 | 76 | 89 | 317 | 315 | 139 | 146 | 150 | 152 | 159 | 186 | 191 | 221 | 200 | | |
| 71 | 78 | 73 | 86 | 314 | 312 | 135 | 142 | 146 | 149 | 155 | 182 | 188 | 218 | 197 | | |
| 67 | 74 | 68 | 82 | 309 | 308 | 131 | 138 | 142 | 145 | 151 | 178 | 184 | 214 | 192 | | |
| 62 | 69 | 64 | 77 | 305 | 304 | 127 | 134 | 138 | 140 | 147 | 174 | 179 | 209 | 188 | | |
| 59 | 66 | 60 | 73 | 301 | 300 | 123 | 130 | 134 | 137 | 143 | 170 | 176 | 206 | 184 | | |
| 65 | 72 | 66 | 79 | 307 | 306 | 129 | 136 | 140 | 143 | 149 | 176 | 182 | 212 | 190 | | |
| 71 | 78 | 60 | 81 | 313 | 312 | 135 | 142 | 146 | 149 | 155 | 182 | 188 | 218 | 196 | | |
| 78 | 85 | 53 | 74 | 320 | 319 | 142 | 149 | 153 | 156 | 162 | 189 | 195 | 225 | 203 | | |
| 83 | 90 | 48 | 69 | 325 | 324 | 147 | 154 | 158 | 160 | 167 | 194 | 199 | 230 | 208 | | |
| 77 | 84 | 42 | 63 | 319 | 318 | 141 | 148 | 152 | 155 | 161 | 188 | 194 | 224 | 203 | | |
| 71 | 78 | 36 | 57 | 314 | 313 | 136 | 143 | 147 | 149 | 156 | 183 | 188 | 218 | 197 | | |
| 68 | 75 | 33 | 53 | 310 | 309 | 132 | 139 | 143 | 145 | 152 | 179 | 185 | 215 | 194 | | |
| 88 | 70 | 28 | 49 | 306 | 304 | 127 | 134 | 138 | 141 | 147 | 174 | 180 | 210 | 189 | | |
| 68 | 75 | 32 | 53 | 310 | 309 | 132 | 139 | 143 | 145 | 152 | 179 | 185 | 215 | 193 | | |
| 73 | 80 | 38 | 58 | 315 | 314 | 137 | 144 | 148 | 150 | 157 | 184 | 170 | 220 | 198 | | |

Table of Distances.

| Stations to | Jheriah | Pathardih | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|---------------------------------------------------------------------------------|---------|-----------|------------|----------------|------------------|-------------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur- baree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Loop Line.—(Contd.)— | | | | | | | | | | | | |
| Rampore Haut ... | 120 | 125 | 124 | 155 | 155 | 159 | 72 | 71 | 72 | 73 | 76 | 81 |
| Swadipur * ... | 124 | 129 | 128 | ... | ... | ... | ... | 75 | ... | 77 | 80 | 85 |
| Nalhati ... | 129 | 134 | 133 | 164 | 164 | 167 | 81 | 79 | 81 | 82 | 85 | 89 |
| Azimganj Branch— | | | | | | | | | | | | |
| Takipur * ... | 133 | 138 | 137 | 168 | 168 | 172 | 85 | 84 | 85 | 86 | 89 | 93 |
| Lohapur ... | 137 | 142 | 141 | 172 | 172 | 175 | 89 | 87 | 89 | 90 | 93 | 97 |
| Morgram ... | 140 | 145 | 144 | 175 | 175 | 179 | 92 | 91 | 92 | 93 | 96 | 101 |
| Sagardighi ... | 145 | 150 | 149 | 180 | 180 | 184 | 97 | 96 | 97 | 98 | 101 | 106 |
| Barala * ... | 150 | 155 | 154 | 185 | 184 | 188 | 102 | 100 | 101 | 103 | 106 | 110 |
| Chatra ... | 134 | 139 | 138 | 169 | 169 | 173 | 86 | 85 | 86 | 87 | 90 | 95 |
| Murarai ... | 139 | 144 | 143 | 174 | 174 | 177 | 91 | 89 | 91 | 92 | 95 | 99 |
| Rajgan ... | 146 | 151 | 150 | 181 | 181 | 185 | 98 | 97 | 98 | 99 | 102 | 107 |
| Pakur ... | 153 | 158 | 157 | 188 | 187 | 191 | 105 | 103 | 104 | 106 | 109 | 113 |
| Kotalpukur ... | 160 | 165 | 164 | 195 | 195 | 199 | 112 | 111 | 112 | 113 | 116 | 120 |
| Barharwa ... | 169 | 174 | 173 | 204 | 204 | 207 | 121 | 119 | 121 | 122 | 125 | 129 |
| Bakudih ... | 175 | 180 | 178 | 209 | 209 | 212 | 126 | 124 | 126 | 127 | 130 | 134 |
| Tinpahar ... | 179 | 184 | 183 | 214 | 214 | 218 | 131 | 130 | 131 | 132 | 135 | 139 |
| Rajmehal Branch— | | | | | | | | | | | | |
| Rajmehal ... | 186 | 192 | 190 | 222 | 221 | 225 | 139 | 137 | 138 | 139 | 142 | 147 |
| Taljhari ... | 185 | 190 | 189 | 220 | 220 | 224 | 137 | 136 | 137 | 138 | 141 | 145 |
| Maharajpur ... | 194 | 199 | 198 | 220 | 220 | 224 | 146 | 144 | 146 | 147 | 150 | 154 |
| Sakrigali Jn. ... | 198 | 203 | 202 | 217 | 216 | 220 | 150 | 148 | 149 | 151 | 154 | 158 |
| Sakrigali Ghat ... | 202 | 207 | 206 | 213 | 212 | 216 | 154 | 152 | 153 | 155 | 158 | 162 |
| Sahibganj & via (for traffic to E. B. Ry. stations & beyond via Manihari Ghat.) | 203 | 208 | 207 | 212 | 211 | 215 | 155 | 153 | 154 | 156 | 159 | 163 |
| Mirza Chowki ... | 212 | 217 | 216 | 202 | 202 | 206 | 164 | 162 | 164 | 165 | 168 | 172 |
| Pirpainti ... | 217 | 222 | 221 | 197 | 197 | 200 | 169 | 168 | 169 | 170 | 173 | 178 |
| Colgong ... | 230 | 235 | 234 | 184 | 184 | 188 | 182 | 180 | 182 | 183 | 186 | 190 |
| Ghogha ... | 233 | 238 | 237 | 178 | 178 | 182 | 188 | 186 | 188 | 189 | 192 | 196 |
| Sabour ... | 226 | 231 | 230 | 171 | 170 | 174 | 196 | 194 | 195 | 196 | 199 | 203 |
| Bhagalpur Jn. (with B. & N.W. Ry.) and via. | 220 | 226 | 224 | 166 | 165 | 169 | 201 | 199 | 200 | 199 | 198 | 193 |
| Bhagalpur-Mandar Hill Branch— | | | | | | | | | | | | |
| Hatpuralni ... | 228 | 233 | 232 | 173 | 173 | 176 | 208 | 206 | 208 | 207 | 205 | 201 |
| Tikanee ... | 230 | 236 | 234 | 176 | 175 | 179 | 211 | 209 | 210 | 209 | 208 | 203 |
| Dhownee ... | 237 | 242 | 241 | 182 | 182 | 186 | 217 | 216 | 217 | 216 | 215 | 210 |
| Barahat ... | 244 | 249 | 248 | 189 | 189 | 192 | 224 | 222 | 224 | 223 | 221 | 217 |
| Panjwara Road ... | 247 | 252 | 251 | 192 | 191 | 195 | 227 | 225 | 226 | 225 | 224 | 220 |
| Mandar Hill ... | 252 | 257 | 256 | 197 | 196 | 200 | 232 | 230 | 231 | 230 | 229 | 225 |
| Nathnagar ... | 218 | 223 | 222 | 163 | 163 | 167 | 203 | 199 | 201 | 197 | 195 | 191 |
| Akbarnagar ... | 212 | 217 | 216 | 157 | 156 | 160 | 199 | 193 | 195 | 190 | 189 | 185 |
| Sultangunge ... | 205 | 211 | 209 | 151 | 150 | 154 | 193 | 187 | 189 | 184 | 183 | 178 |
| Bariarpur ... | 194 | 199 | 198 | 139 | 139 | 143 | 182 | 176 | 178 | 173 | 172 | 167 |
| Jamalpur ... | 188 | 193 | 192 | 133 | 132 | 136 | 175 | 169 | 171 | 166 | 165 | 161 |
| Monghyr Branch— | | | | | | | | | | | | |
| Purab Sarai* ... | 192 | 197 | 196 | 137 | 136 | 140 | 179 | 173 | 175 | 170 | 169 | 165 |
| Monghyr ... | 193 | 198 | 197 | 139 | 138 | 142 | 181 | 175 | 177 | 172 | 171 | 166 |
| Dharhara ... | 180 | 185 | 184 | 125 | 125 | 129 | 168 | 161 | 163 | 159 | 157 | 153 |
| Abhaipur ... | 174 | 179 | 178 | 119 | 119 | 122 | 161 | 155 | 157 | 153 | 151 | 147 |
| Kajra ... | 169 | 174 | 173 | 114 | 114 | 118 | 157 | 151 | 153 | 148 | 147 | 142 |

* Not yet open for coal, coke and patent fuel in full wagon loads.

Table of Distances.

| Churulia | Gaurangi | Panchra | Palasthali | Daltonganj Branch | | Chandrapura-Barka Kana Section | | | | | | | | | C. I. C. Ry. |
|----------|----------|---------|------------|-------------------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|-----------|--------|------------------|--------------|
| | | | | Rajhara | Rajhara Siding | Chandrapura | Phusro | Berno | Jarandih Siding | Gomia | Ranchi Road | Barkakana | Ray | Bhirkunda Siding | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 80 | 87 | 45 | 66 | 323 | 322 | 145 | 152 | 156 | 158 | 166 | 192 | 197 | 227 | 206 | |
| 85 | 92 | 49 | 70 | 327 | 326 | 149 | 156 | 160 | 162 | 169 | 195 | 201 | 232 | 210 | |
| 89 | 96 | 54 | 75 | 332 | 330 | 153 | 160 | 164 | 167 | 173 | 200 | 206 | 236 | 215 | |
| 93 | 100 | 58 | 79 | 336 | 334 | 158 | 165 | 169 | 171 | 178 | 205 | 210 | 240 | 219 | |
| 97 | 104 | 62 | 83 | 339 | 338 | 161 | 168 | 172 | 175 | 181 | 208 | 214 | 244 | 223 | |
| 100 | 107 | 65 | 86 | 343 | 342 | 165 | 172 | 176 | 178 | 185 | 212 | 217 | 247 | 226 | |
| 105 | 112 | 70 | 91 | 348 | 347 | 170 | 177 | 181 | 183 | 190 | 217 | 222 | 252 | 231 | |
| 110 | 117 | 75 | 96 | 352 | 351 | 174 | 181 | 185 | 188 | 194 | 221 | 227 | 257 | 236 | |
| 94 | 101 | 59 | 80 | 337 | 336 | 159 | 166 | 170 | 172 | 179 | 206 | 211 | 241 | 220 | |
| 99 | 106 | 64 | 85 | 342 | 340 | 163 | 170 | 174 | 177 | 183 | 210 | 216 | 246 | 225 | |
| 106 | 113 | 71 | 92 | 349 | 348 | 171 | 178 | 182 | 184 | 191 | 218 | 223 | 253 | 232 | |
| 113 | 120 | 78 | 99 | 354 | 354 | 177 | 184 | 188 | 191 | 197 | 224 | 230 | 260 | 239 | |
| 120 | 127 | 85 | 106 | 347 | 350 | 185 | 192 | 196 | 198 | 205 | 232 | 237 | 267 | 246 | |
| 129 | 136 | 94 | 115 | 338 | 341 | 193 | 200 | 204 | 207 | 213 | 240 | 246 | 276 | 255 | |
| 134 | 141 | 99 | 120 | 333 | 336 | 198 | 205 | 209 | 211 | 218 | 245 | 251 | 281 | 260 | |
| 139 | 146 | 104 | 125 | 328 | 331 | 204 | 211 | 215 | 217 | 224 | 251 | 256 | 286 | 265 | |
| 147 | 154 | 112 | 132 | 335 | 338 | 211 | 218 | 222 | 224 | 231 | 258 | 264 | 294 | 272 | |
| 145 | 152 | 110 | 130 | 322 | 325 | 210 | 217 | 221 | 223 | 230 | 257 | 262 | 292 | 271 | |
| 154 | 161 | 119 | 140 | 313 | 316 | 218 | 225 | 229 | 232 | 238 | 265 | 271 | 301 | 280 | |
| 158 | 165 | 123 | 143 | 309 | 312 | 222 | 229 | 233 | 235 | 242 | 269 | 275 | 305 | 283 | |
| 162 | 169 | 127 | 147 | 313 | 316 | 226 | 233 | 237 | 239 | 246 | 273 | 279 | 309 | 287 | |
| 163 | 170 | 128 | 148 | 304 | 307 | 227 | 234 | 238 | 240 | 247 | 274 | 280 | 310 | 288 | |
| 172 | 179 | 137 | 158 | 295 | 298 | 236 | 243 | 247 | 250 | 256 | 283 | 289 | 319 | 298 | |
| 177 | 184 | 142 | 163 | 290 | 292 | 242 | 249 | 253 | 255 | 262 | 289 | 294 | 324 | 303 | |
| 190 | 197 | 155 | 176 | 277 | 280 | 254 | 261 | 265 | 268 | 274 | 301 | 307 | 337 | 316 | |
| 196 | 203 | 161 | 182 | 271 | 274 | 258 | 265 | 269 | 271 | 278 | 305 | 310 | 340 | 319 | |
| 204 | 211 | 169 | 189 | 263 | 266 | 250 | 257 | 261 | 263 | 270 | 297 | 303 | 333 | 311 | |
| 208 | 215 | 174 | 194 | 258 | 261 | 245 | 252 | 256 | 259 | 265 | 292 | 298 | 328 | 306 | |
| 215 | 222 | 181 | 202 | 266 | 269 | 252 | 259 | 263 | 266 | 272 | 299 | 305 | 335 | 314 | |
| 218 | 225 | 184 | 204 | 268 | 271 | 255 | 262 | 266 | 269 | 275 | 302 | 308 | 338 | 316 | |
| 225 | 232 | 190 | 211 | 275 | 278 | 262 | 269 | 273 | 275 | 282 | 309 | 314 | 344 | 323 | |
| 232 | 239 | 197 | 218 | 282 | 285 | 268 | 275 | 279 | 282 | 288 | 315 | 321 | 351 | 330 | |
| 234 | 241 | 200 | 220 | 284 | 287 | 271 | 278 | 282 | 285 | 291 | 318 | 324 | 354 | 332 | |
| 240 | 247 | 205 | 225 | 289 | 292 | 276 | 283 | 287 | 290 | 296 | 323 | 329 | 359 | 337 | |
| 206 | 213 | 176 | 197 | 256 | 259 | 243 | 250 | 254 | 256 | 263 | 290 | 295 | 325 | 304 | |
| 199 | 206 | 182 | 203 | 250 | 252 | 236 | 243 | 237 | 250 | 256 | 283 | 289 | 319 | 298 | |
| 193 | 200 | 189 | 209 | 243 | 246 | 230 | 237 | 241 | 244 | 250 | 277 | 283 | 313 | 291 | |
| 182 | 189 | 199 | 212 | 232 | 235 | 219 | 226 | 230 | 232 | 239 | 266 | 271 | 302 | 280 | |
| 175 | 182 | 192 | 206 | 225 | 228 | 212 | 219 | 223 | 226 | 232 | 259 | 265 | 295 | 273 | |
| 179 | 186 | 196 | 210 | 229 | 232 | 216 | 223 | 227 | 230 | 236 | 263 | 269 | 299 | 277 | |
| 181 | 188 | 198 | 211 | 231 | 234 | 218 | 225 | 229 | 231 | 238 | 265 | 270 | 301 | 279 | |
| 168 | 175 | 185 | 198 | 218 | 221 | 205 | 212 | 216 | 218 | 225 | 252 | 257 | 287 | 266 | |
| 161 | 168 | 178 | 192 | 212 | 214 | 198 | 205 | 209 | 212 | 218 | 245 | 251 | 281 | 260 | |
| 157 | 164 | 174 | 187 | 207 | 210 | 194 | 201 | 205 | 207 | 214 | 241 | 246 | 277 | 255 | |

Table of Distances.

| Stations to | | Jherriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|-------------------------------------|-----|----------|------------|------------|----------------|--------------|----------------|--------|--------|----------|--------|---------|----------|
| | | | | | Serampur | Kurhur-baree | Domohani No. 2 | | | | | | |
| | | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Galsi ... | ... | 92 | 97 | 96 | 127 | 127 | 131 | 44 | 43 | 44 | 45 | 48 | 53 |
| Para ... | ... | 88 | 93 | 92 | 123 | 123 | 127 | 40 | 39 | 40 | 41 | 44 | 49 |
| Mankar ... | ... | 83 | 88 | 87 | 118 | 118 | 122 | 35 | 34 | 35 | 36 | 39 | 44 |
| Panagar ... | ... | 77 | 82 | 81 | 112 | 112 | 115 | 29 | 27 | 29 | 30 | 33 | 37 |
| Rajbandh ... | ... | 72 | 77 | 76 | 107 | 107 | 111 | 24 | 23 | 24 | 25 | 28 | 32 |
| Durgapur ... | ... | 67 | 72 | 71 | 102 | 102 | 106 | 19 | 18 | 19 | 20 | 23 | 28 |
| Oyaria ... | ... | 62 | 67 | 66 | 97 | 97 | 100 | 14 | 12 | 14 | 15 | 18 | 22 |
| Ondal ... | ... | 57 | 62 | 61 | 92 | 92 | 96 | 9 | 8 | 9 | 10 | 13 | 17 |
| Ondal-Sainthia Chord— | | | | | | | | | | | | | |
| Kajoragram † | ... | 60 | 67 | 64 | ... | ... | ... | ... | 11 | ... | 13 | 16 | 21 |
| Ukhra ... | ... | 64 | 70 | 68 | 100 | 99 | 103 | 17 | 15 | 16 | 17 | 20 | 25 |
| Pandaveswar | ... | 70 | 75 | 74 | 105 | 104 | 108 | 22 | 20 | 21 | 23 | 26 | 30 |
| Kastagram * | ... | 72 | 77 | 76 | ... | ... | ... | ... | 22 | ... | 25 | 28 | 32 |
| Panchra ... | ... | 75 | 80 | 79 | 110 | 110 | 114 | 27 | 26 | 27 | 28 | 31 | 36 |
| Dubrajpur ... | ... | 79 | 84 | 83 | 114 | 114 | 118 | 31 | 30 | 31 | 32 | 35 | 39 |
| Chinpai ... | ... | 83 | 88 | 87 | 118 | 118 | 121 | 35 | 33 | 35 | 36 | 39 | 43 |
| Suri ... | ... | 91 | 96 | 95 | 126 | 125 | 129 | 43 | 41 | 42 | 44 | 47 | 51 |
| Konri ... | ... | 96 | 101 | 100 | 131 | 131 | 135 | 48 | 47 | 48 | 49 | 52 | 57 |
| Kasta Branch— | | | | | | | | | | | | | |
| Raswan § ... | ... | 78 | 83 | 82 | 113 | 113 | 117 | 30 | 29 | 30 | 31 | 34 | 39 |
| Ondal Loop— | | | | | | | | | | | | | |
| Toposi ... | ... | 54 | 59 | 58 | 87 | 87 | 90 | 7 | ... | 2 | 3 | 6 | 10 |
| Ikrah ... | ... | 51 | 56 | 55 | 85 | 84 | 88 | 9 | 3 | 5 | ... | 3 | 8 |
| Jamuria ... | ... | 48 | 53 | 52 | 83 | 83 | 87 | 12 | 6 | 8 | 3 | ... | 5 |
| Barabani ... | ... | 44 | 49 | 48 | 79 | 78 | 82 | 17 | 10 | 12 | 8 | 5 | ... |
| Chinchuria * | ... | 40 | 46 | 44 | 76 | 75 | 79 | 20 | 14 | 16 | 11 | 8 | 4 |
| Churulia ... | ... | 58 | 63 | 62 | 93 | 93 | 97 | 16 | 10 | 12 | 8 | 11 | 15 |
| Gaurangdi ... | ... | 65 | 70 | 69 | 100 | 100 | 104 | 23 | 17 | 19 | 15 | 18 | 22 |
| Raniganj ... | ... | 52 | 58 | 56 | 88 | 87 | 91 | 14 | 12 | 13 | 15 | 18 | 22 |
| Raniganj B. P. M. Siding | ... | 54 | 60 | 58 | 90 | 89 | 93 | 16 | 14 | 15 | 17 | 20 | 24 |
| Raniganj Ghat | ... | 54 | 60 | 58 | 90 | 89 | 93 | 16 | 14 | 15 | 17 | 20 | 24 |
| Kalipanari ... | ... | 44 | 49 | 48 | 79 | 79 | 83 | 22 | 20 | 22 | 23 | 22 | 17 |
| Asansol Jn. (with B.-N. Ry.) & via. | ... | 41 | 46 | 45 | 76 | 76 | 80 | 25 | 23 | 25 | 22 | 19 | 14 |
| Borachuck * | ... | 38 | 43 | 42 | 73 | 73 | 76 | 27 | 21 | 23 | 18 | 15 | 11 |
| Sitarampur ... | ... | 36 | 41 | 40 | 71 | 70 | 74 | 25 | 18 | 20 | 16 | 13 | 9 |
| Chord Line— | | | | | | | | | | | | | |
| Salanpur * | ... | 38 | 43 | 42 | 68 | 68 | 71 | 27 | 21 | 23 | 19 | 16 | 11 |
| Rupnarainpur | ... | 43 | 48 | 47 | 63 | 63 | 67 | 30 | 24 | 26 | 22 | 20 | 16 |
| Mihijam ... | ... | 45 | 51 | 49 | 61 | 60 | 64 | 33 | 27 | 29 | 24 | 23 | 18 |
| Jamtara ... | ... | 54 | 60 | 58 | 52 | 51 | 55 | 42 | 36 | 38 | 33 | 32 | 27 |
| Karmatar ... | ... | 66 | 71 | 70 | 41 | 40 | 44 | 53 | 47 | 49 | 44 | 43 | 39 |
| Madhupur... | ... | 81 | 86 | 85 | 26 | 25 | 29 | 68 | 62 | 64 | 59 | 58 | 54 |
| Giridih Branch— | | | | | | | | | | | | | |
| Jagadishpur | ... | 88 | 94 | 92 | 18 | 17 | 21 | 76 | 70 | 72 | 67 | 66 | 61 |
| Maheshmunda | ... | 97 | 103 | 101 | 9 | 8 | 12 | 85 | 79 | 81 | 76 | 75 | 70 |
| Giridih ... | ... | 104 | 109 | 108 | 2 | 2 | 5 | 92 | 85 | 88 | 83 | 82 | 77 |
| Jasidih ... | ... | 99 | 104 | 103 | 44 | 43 | 47 | 86 | 80 | 82 | 77 | 76 | 72 |
| Baidyanath Dham | ... | 103 | 108 | 107 | 48 | 47 | 51 | 90 | 84 | 86 | 81 | 80 | 76 |
| Simultala ... | ... | 114 | 119 | 118 | 59 | 59 | 63 | 102 | 96 | 98 | 93 | 92 | 87 |
| Jhajha ... | ... | 126 | 131 | 130 | 71 | 71 | 74 | 113 | 107 | 109 | 105 | 103 | 99 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

§ Closed.

† Open up to 50 maunds per consignment.

Table of Distances.

| Churulla | Gaurangdi | Panchra | Palasthaji | Daltongan Branch | | Chandrapura-Barka Kana Section | | | | | | | | | C. I. G. Ry. | |
|----------|-----------|---------|------------|------------------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|------------|--------|------------------|--------------|--|
| | | | | Rajhara | Rajhara Siding | Chandrapura | Phusro | Berno | Jarandih Siding | Gomia | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding | | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | | |
| 53 | 60 | 54 | 67 | 295 | 294 | 117 | 124 | 128 | 130 | 137 | 164 | 169 | 200 | 178 | | |
| 49 | 56 | 50 | 63 | 291 | 290 | 113 | 120 | 124 | 126 | 133 | 160 | 165 | 196 | 174 | | |
| 44 | 51 | 45 | 58 | 286 | 285 | 108 | 115 | 119 | 121 | 128 | 155 | 160 | 191 | 169 | | |
| 37 | 44 | 38 | 52 | 279 | 278 | 101 | 108 | 112 | 115 | 121 | 148 | 154 | 184 | 163 | | |
| 32 | 39 | 34 | 47 | 275 | 273 | 97 | 104 | 108 | 110 | 117 | 144 | 149 | 179 | 158 | | |
| 28 | 35 | 29 | 42 | 270 | 269 | 92 | 99 | 103 | 105 | 112 | 139 | 144 | 175 | 153 | | |
| 22 | 29 | 23 | 37 | 264 | 263 | 86 | 93 | 97 | 100 | 106 | 133 | 139 | 169 | 148 | | |
| 17 | 24 | 19 | 32 | 260 | 258 | 82 | 89 | 93 | 95 | 102 | 129 | 134 | 164 | 143 | | |
| 21 | 28 | 15 | ... | 263 | 262 | 85 | 92 | 96 | 98 | 105 | 132 | 138 | 168 | 149 | | |
| 25 | 32 | 11 | 25 | 267 | 266 | 89 | 96 | 100 | 103 | 109 | 136 | 142 | 172 | 150 | | |
| 30 | 37 | 6 | 19 | 272 | 271 | 94 | 101 | 105 | 108 | 114 | 141 | 147 | 177 | 156 | | |
| 32 | 39 | 4 | ... | 274 | ... | 96 | 103 | 107 | 110 | 116 | 143 | ... | 179 | ... | | |
| 36 | 43 | ... | 21 | 278 | 277 | 100 | 107 | 111 | 113 | 120 | 147 | 152 | 183 | 161 | | |
| 39 | 46 | 4 | 25 | 282 | 280 | 104 | 121 | 115 | 117 | 124 | 151 | 156 | 186 | 165 | | |
| 43 | 50 | 8 | 29 | 286 | 284 | 107 | 114 | 118 | 121 | 127 | 154 | 160 | 190 | 169 | | |
| 51 | 58 | 16 | 37 | 293 | 292 | 115 | 122 | 126 | 129 | 135 | 162 | 168 | 198 | 177 | | |
| 57 | 64 | 21 | 42 | 299 | 298 | 121 | 128 | 132 | 134 | 141 | 168 | 173 | 204 | 182 | | |
| 38 | 45 | 11 | 32 | 280 | 278 | 103 | 110 | 113 | 116 | 122 | 149 | 155 | 185 | 164 | | |
| 10 | 17 | 26 | 39 | 256 | 255 | 78 | 85 | 89 | 92 | 98 | 125 | 131 | 161 | 139 | | |
| 8 | 15 | 28 | 42 | 254 | 252 | 76 | 83 | 87 | 89 | 96 | 123 | 128 | 158 | 137 | | |
| 11 | 18 | 31 | 45 | 251 | 249 | 73 | 80 | 84 | 86 | 93 | 120 | 125 | 155 | 134 | | |
| 15 | 22 | 36 | 49 | 246 | 245 | 68 | 75 | 79 | 82 | 88 | 115 | 121 | 151 | 130 | | |
| 18 | 25 | 39 | 52 | 243 | 242 | 65 | 72 | 76 | 79 | 85 | 112 | 118 | 148 | 126 | | |
| ... | 7 | 36 | 49 | 261 | 260 | 83 | 90 | 94 | 96 | 103 | 130 | 135 | 166 | 144 | | |
| 7 | ... | 43 | 56 | 268 | 267 | 90 | 97 | 101 | 103 | 110 | 137 | 142 | 173 | 151 | | |
| 22 | 29 | 23 | 37 | 255 | 254 | 77 | 84 | 88 | 91 | 97 | 124 | 130 | 160 | 138 | | |
| 24 | 31 | 25 | 38 | 257 | 256 | 79 | 86 | 90 | 93 | 99 | 126 | 132 | 162 | 140 | | |
| 24 | 31 | 25 | 39 | 257 | 256 | 79 | 86 | 90 | 93 | 99 | 126 | 132 | 162 | 140 | | |
| 30 | 37 | 31 | 45 | 247 | 246 | 69 | 76 | 80 | 82 | 89 | 116 | 121 | 152 | 130 | | |
| 29 | 36 | 35 | 48 | 244 | 243 | 66 | 73 | 77 | 79 | 86 | 113 | 118 | 148 | 127 | | |
| 26 | 33 | 38 | 51 | 241 | 239 | 62 | 69 | 73 | 76 | 82 | 109 | 115 | 145 | 124 | | |
| 23 | 30 | 40 | 54 | 238 | 237 | 60 | 67 | 71 | 74 | 80 | 107 | 113 | 143 | 121 | | |
| 26 | 33 | 43 | 56 | 241 | 240 | 63 | 70 | 74 | 76 | 83 | 110 | 115 | 146 | 124 | | |
| 30 | 37 | 47 | 61 | 245 | 244 | 67 | 74 | 78 | 81 | 87 | 114 | 120 | 150 | 129 | | |
| 33 | 40 | 50 | 63 | 248 | 247 | 70 | 77 | 81 | 84 | 90 | 117 | 123 | 153 | 131 | | |
| 42 | 49 | 59 | 72 | 257 | 256 | 79 | 86 | 90 | 93 | 99 | 126 | 132 | 162 | 140 | | |
| 53 | 60 | 70 | 84 | 268 | 267 | 90 | 97 | 101 | 104 | 110 | 137 | 143 | 173 | 152 | | |
| 68 | 75 | 85 | 99 | 276 | 279 | 105 | 112 | 116 | 119 | 125 | 152 | 158 | 188 | 166 | | |
| 76 | 83 | 93 | 106 | 284 | 287 | 113 | 120 | 124 | 127 | 133 | 160 | 166 | 196 | 174 | | |
| 85 | 92 | 102 | 115 | 293 | 296 | 122 | 129 | 133 | 136 | 142 | 169 | 175 | 205 | 183 | | |
| 92 | 99 | 109 | 122 | 300 | 303 | 129 | 136 | 140 | 142 | 149 | 176 | 181 | 211 | 190 | | |
| 86 | 93 | 103 | 117 | 258 | 261 | 123 | 130 | 134 | 137 | 143 | 170 | 176 | 206 | 184 | | |
| 90 | 97 | 107 | 121 | 262 | 265 | 127 | 134 | 138 | 141 | 147 | 174 | 180 | 210 | 188 | | |
| 102 | 109 | 119 | 132 | 242 | 245 | 139 | 146 | 150 | 152 | 159 | 186 | 191 | 222 | 200 | | |
| 113 | 120 | 130 | 144 | 231 | 234 | 150 | 157 | 161 | 164 | 170 | 197 | 203 | 233 | 212 | | |

Table of Distances.

| Stations to | Jheriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaram | Ikrah | Jamuria | Barabani |
|------------------------------------------------------|---------|------------|------------|----------------|------------------|-------------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur- baree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| CHORD LINE—(Contd.)— | | | | | | | | | | | | |
| Gidhaur ... | 133 | 138 | 137 | 78 | 78 | 81 | 120 | 114 | 116 | 112 | 110 | 106 |
| Jamooee ... | 142 | 147 | 146 | 87 | 87 | 91 | 130 | 123 | 125 | 121 | 119 | 115 |
| Mananpur ... | 151 | 156 | 155 | 96 | 95 | 99 | 138 | 132 | 134 | 129 | 128 | 124 |
| Kiul Jn.* ... | 159 | 165 | 163 | 105 | 104 | 108 | 147 | 141 | 143 | 138 | 137 | 132 |
| Luckeesarai ... | 160 | 165 | 164 | 105 | 105 | 109 | 148 | 141 | 143 | 139 | 138 | 133 |
| S. B. Railway— | | | | | | | | | | | | |
| Sirari ... | 170 | 175 | 174 | 115 | 114 | 118 | 157 | 151 | 153 | 148 | 147 | 143 |
| Sheikhpura ... | 176 | 181 | 180 | 121 | 121 | 124 | 163 | 157 | 159 | 155 | 153 | 149 |
| Kashi-Chak ... | 176 | 181 | 180 | 130 | 130 | 134 | 173 | 166 | 169 | 164 | 163 | 158 |
| Warisaliganj ... | 170 | 175 | 174 | 137 | 136 | 140 | 179 | 173 | 175 | 170 | 169 | 165 |
| Baghi-Bardih ... | 165 | 170 | 169 | 141 | 141 | 145 | 184 | 178 | 180 | 175 | 174 | 169 |
| Nawadah ... | 158 | 163 | 162 | 148 | 148 | 152 | 191 | 185 | 187 | 182 | 181 | 176 |
| Tilaiya ... | 147 | 152 | 151 | 159 | 159 | 162 | 198 | 192 | 194 | 190 | 187 | 182 |
| Jamuawan ... | 140 | 146 | 144 | 166 | 166 | 169 | 192 | 185 | 187 | 183 | 180 | 175 |
| Wazirganj ... | 136 | 141 | 140 | 170 | 170 | 174 | 187 | 181 | 183 | 178 | 175 | 171 |
| Paimar * ... | 129 | 134 | 133 | 178 | 177 | 181 | 180 | 174 | 176 | 171 | 168 | 164 |
| Mankatha ... | 164 | 169 | 168 | 109 | 108 | 112 | 151 | 145 | 147 | 142 | 141 | 137 |
| Burhee ... | 170 | 175 | 174 | 115 | 114 | 118 | 157 | 151 | 153 | 148 | 147 | 143 |
| Dumra ... | 173 | 178 | 177 | 118 | 118 | 122 | 161 | 154 | 156 | 152 | 151 | 146 |
| Tal * ... | 178 | 183 | 182 | 123 | 122 | 126 | 165 | 159 | 161 | 156 | 155 | 151 |
| Mokameh Junc. ... | 181 | 186 | 185 | 126 | 125 | 129 | 168 | 162 | 164 | 159 | 158 | 154 |
| Mokameh Ghat Br.— | | | | | | | | | | | | |
| Mokameh Ghat Jn. (with B. & N.-W. Ry.) & via.† | 179 | 184 | 183 | 124 | 124 | 127 | 166 | 160 | 162 | 158 | 156 | 152 |
| More * ... | 185 | 190 | 189 | 130 | 130 | 134 | 173 | 166 | 168 | 164 | 162 | 158 |
| Pandarak ... | 190 | 195 | 194 | 135 | 135 | 139 | 178 | 171 | 173 | 169 | 168 | 163 |
| Barh ... | 197 | 202 | 201 | 142 | 141 | 145 | 184 | 178 | 180 | 175 | 174 | 170 |
| Athmal Gola ... | 202 | 207 | 206 | 147 | 147 | 151 | 190 | 183 | 185 | 181 | 180 | 175 |
| Bukhtiarpur Jn. (with B. B. L. Ry.) and via. | 208 | 213 | 212 | 153 | 152 | 156 | 195 | 189 | 191 | 186 | 185 | 181 |
| Karowta * ... | 208 | 213 | 212 | 158 | 158 | 162 | 201 | 195 | 197 | 192 | 191 | 186 |
| Khusrupur ... | 204 | 209 | 208 | 162 | 162 | 165 | 204 | 198 | 200 | 196 | 194 | 190 |
| Futwah Jn. (with F. I. Ry.) and via. | 199 | 204 | 203 | 167 | 167 | 171 | 210 | 204 | 206 | 201 | 200 | 195 |
| Banka Ghat ... | 195 | 200 | 199 | 171 | 171 | 174 | 213 | 207 | 209 | 205 | 203 | 199 |
| Patna City and Ghat ... | 191 | 196 | 195 | 175 | 175 | 178 | 217 | 211 | 213 | 209 | 207 | 203 |
| Gulzarbagh * ... | 189 | 195 | 193 | 177 | 176 | 180 | 219 | 213 | 215 | 210 | 209 | 205 |
| Patna Junc. ... | 185 | 190 | 189 | 181 | 181 | 184 | 223 | 217 | 219 | 215 | 213 | 209 |
| Patna-Gaya Branch— | | | | | | | | | | | | |
| Poonpooon ... | 177 | 182 | 181 | 189 | 189 | 193 | 228 | 222 | 224 | 219 | 216 | 212 |
| Taregna... ... | 167 | 172 | 171 | 199 | 199 | 203 | 218 | 212 | 214 | 209 | 206 | 202 |
| Nadaul ... | 163 | 168 | 167 | 203 | 203 | 207 | 214 | 207 | 209 | 205 | 202 | 198 |
| Jehanabad ... | 157 | 162 | 161 | 209 | 208 | 212 | 208 | 202 | 204 | 200 | 197 | 192 |
| Irki * ... | 156 | 161 | 160 | 211 | 210 | 214 | 207 | 200 | 202 | 198 | 195 | 191 |
| Tehta ... | 149 | 155 | 153 | 206 | 206 | 210 | 201 | 194 | 196 | 192 | 189 | 184 |
| Makhdumpur-Gya ... | 147 | 152 | 151 | 204 | 203 | 207 | 198 | 192 | 194 | 189 | 186 | 182 |
| Bela ... | 140 | 145 | 144 | 197 | 197 | 200 | 191 | 185 | 187 | 183 | 180 | 175 |
| Chakand ... | 134 | 139 | 138 | 191 | 190 | 194 | 185 | 179 | 181 | 176 | 173 | 169 |
| Digha Ghat Branch— | | | | | | | | | | | | |
| Digha Ghat Jn. (with B. & N.-W. Ry.) and via | 190 | 195 | 194 | 186 | 186 | 190 | 229 | 222 | 224 | 220 | 218 | 214 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

† Public coal traffic cannot be booked to Mokameh Ghat locally.

Table of Distances.

| Churulia | Gaurangdi | Panchra | Palastha | Daltonganj Branch | | Chandrapura-Barka Kana Section | | | | | | | | | C. I. C Ry. | |
|----------|-----------|---------|----------|-------------------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|------------|--------|------------------|-------------|--------|
| | | | | Rajhara | Rajhara Siding | Chandrapura | Phusro | Berno | Jarandih Siding | Gomia | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding | | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 121 | 128 | 138 | 151 | 224 | 227 | 157 | 164 | 168 | 171 | 177 | 204 | 210 | 240 | 219 | | |
| 130 | 137 | 147 | 160 | 215 | 217 | 167 | 174 | 178 | 180 | 187 | 214 | 219 | 249 | 228 | | |
| 138 | 145 | 155 | 169 | 206 | 209 | 175 | 182 | 186 | 189 | 195 | 222 | 228 | 258 | 237 | | |
| 147 | 154 | 164 | 177 | 197 | 200 | 184 | 191 | 195 | 198 | 204 | 231 | 237 | 267 | 245 | | |
| 148 | 155 | 165 | 178 | 197 | 199 | 185 | 192 | 196 | 198 | 205 | 232 | 237 | 267 | 246 | | |
| 157 | 164 | 174 | 188 | 187 | 190 | 180 | 187 | 191 | 194 | 200 | 227 | 233 | 263 | 241 | | |
| 163 | 170 | 180 | 194 | 181 | 184 | 174 | 181 | 185 | 187 | 194 | 221 | 226 | 256 | 235 | | |
| 173 | 180 | 190 | 203 | 172 | 174 | 164 | 171 | 175 | 178 | 184 | 211 | 217 | 247 | 226 | | |
| 179 | 186 | 196 | 210 | 165 | 168 | 158 | 165 | 169 | 172 | 178 | 205 | 211 | 241 | 219 | | |
| 184 | 191 | 201 | 214 | 160 | 163 | 153 | 160 | 164 | 167 | 173 | 200 | 206 | 236 | 215 | | |
| 191 | 198 | 208 | 221 | 153 | 156 | 146 | 153 | 157 | 160 | 166 | 193 | 199 | 229 | 208 | | |
| 197 | 204 | 214 | 227 | 143 | 146 | 136 | 143 | 147 | 149 | 156 | 183 | 188 | 218 | 197 | | |
| 190 | 197 | 207 | 220 | 136 | 139 | 129 | 136 | 140 | 142 | 149 | 176 | 181 | 211 | 190 | | |
| 186 | 193 | 203 | 216 | 132 | 134 | 124 | 131 | 135 | 138 | 144 | 171 | 177 | 207 | 186 | | |
| 178 | 185 | 195 | 209 | 124 | 127 | 117 | 124 | 128 | 131 | 137 | 164 | 170 | 200 | 178 | | |
| 151 | 158 | 168 | 182 | 200 | 203 | 188 | 195 | 199 | 202 | 208 | 235 | 241 | 271 | 250 | | |
| 157 | 164 | 174 | 183 | 206 | 209 | 194 | 201 | 205 | 208 | 214 | 241 | 247 | 277 | 255 | | |
| 161 | 168 | 178 | 191 | 210 | 212 | 198 | 205 | 209 | 211 | 218 | 245 | 250 | 280 | 259 | | |
| 165 | 172 | 182 | 196 | 214 | 217 | 202 | 209 | 213 | 216 | 222 | 249 | 255 | 285 | 263 | | |
| 168 | 175 | 185 | 199 | 217 | 220 | 205 | 212 | 216 | 219 | 225 | 252 | 258 | 288 | 266 | | |
| 166 | 173 | 183 | 197 | 215 | 218 | 204 | 211 | 215 | 217 | 224 | 251 | 256 | 286 | 265 | | |
| 173 | 180 | 190 | 203 | 221 | 224 | 209 | 216 | 220 | 223 | 229 | 256 | 262 | 292 | 271 | | |
| 178 | 185 | 195 | 208 | 220 | 223 | 214 | 221 | 225 | 228 | 234 | 261 | 267 | 297 | 276 | | |
| 184 | 191 | 201 | 215 | 213 | 216 | 213 | 220 | 224 | 226 | 233 | 260 | 265 | 295 | 274 | | |
| 190 | 197 | 207 | 220 | 208 | 211 | 207 | 214 | 218 | 221 | 227 | 254 | 260 | 290 | 268 | | |
| 195 | 202 | 212 | 226 | 202 | 205 | 202 | 209 | 213 | 215 | 222 | 249 | 254 | 284 | 263 | | |
| 201 | 208 | 218 | 231 | 197 | 199 | 196 | 203 | 207 | 210 | 216 | 243 | 249 | 279 | 257 | | |
| 205 | 212 | 222 | 235 | 193 | 196 | 192 | 199 | 203 | 206 | 212 | 239 | 245 | 275 | 254 | | |
| 210 | 217 | 227 | 240 | 188 | 190 | 187 | 194 | 198 | 201 | 207 | 234 | 240 | 270 | 248 | | |
| 214 | 221 | 231 | 244 | 184 | 187 | 183 | 190 | 194 | 197 | 203 | 230 | 236 | 266 | 245 | | |
| 217 | 224 | 234 | 248 | 180 | 183 | 179 | 186 | 190 | 193 | 199 | 226 | 232 | 262 | 241 | | |
| 219 | 226 | 236 | 250 | 178 | 181 | 178 | 185 | 189 | 191 | 198 | 225 | 230 | 260 | 239 | | |
| 224 | 231 | 241 | 254 | 174 | 177 | 173 | 180 | 184 | 187 | 193 | 220 | 226 | 256 | 235 | | |
| 226 | 233 | 243 | 257 | 166 | 169 | 165 | 172 | 176 | 179 | 185 | 212 | 218 | 248 | 226 | | |
| 216 | 223 | 233 | 247 | 156 | 158 | 155 | 162 | 166 | 169 | 175 | 202 | 208 | 238 | 216 | | |
| 212 | 219 | 229 | 243 | 152 | 154 | 151 | 158 | 162 | 164 | 171 | 198 | 203 | 234 | 212 | | |
| 207 | 214 | 224 | 237 | 146 | 149 | 146 | 153 | 157 | 159 | 166 | 193 | 198 | 228 | 207 | | |
| 205 | 212 | 222 | 236 | 145 | 147 | 144 | 151 | 155 | 157 | 164 | 191 | 196 | 227 | 205 | | |
| 199 | 206 | 216 | 229 | 138 | 141 | 138 | 145 | 149 | 151 | 158 | 185 | 190 | 220 | 199 | | |
| 197 | 204 | 214 | 227 | 136 | 139 | 135 | 142 | 146 | 149 | 155 | 182 | 188 | 218 | 197 | | |
| 190 | 197 | 207 | 220 | 129 | 132 | 128 | 135 | 139 | 142 | 148 | 175 | 181 | 211 | 190 | | |
| 184 | 191 | 201 | 214 | 123 | 126 | 122 | 129 | 133 | 136 | 142 | 169 | 175 | 205 | 184 | | |
| 229 | 236 | 246 | 259 | 179 | 182 | 178 | 185 | 189 | 192 | 198 | 225 | 231 | 261 | 240 | | |

Table of Distances.

| Stations to | Jherriah | Pathardihi | Katrasgarh | Girdih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|-------------------------------------------|----------|------------|------------|---------------|------------------|-------------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur- baree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| CHORD LINE—(Contd.)— | | | | | | | | | | | | |
| Phulwari Shariff ... | 189 | 194 | 193 | 185 | 185 | 188 | 227 | 221 | 223 | 218 | 217 | 213 |
| Dinapore ... | 191 | 196 | 195 | 187 | 187 | 190 | 229 | 223 | 225 | 221 | 219 | 215 |
| Necra * ... | 195 | 200 | 199 | 191 | 190 | 194 | 233 | 227 | 229 | 224 | 223 | 219 |
| Sadiopur ... | 199 | 204 | 203 | 195 | 195 | 198 | 237 | 231 | 233 | 229 | 227 | 223 |
| Bihta ... | 202 | 207 | 206 | 198 | 198 | 201 | 240 | 234 | 236 | 232 | 230 | 226 |
| Koilwar * ... | 207 | 212 | 211 | 203 | 203 | 207 | 245 | 239 | 241 | 237 | 235 | 231 |
| Kulhuria ... | 209 | 215 | 213 | 205 | 205 | 209 | 248 | 242 | 244 | 239 | 238 | 233 |
| Arrah Jn. (with A. S. L. Ry.) and via. | 216 | 221 | 220 | 212 | 211 | 215 | 254 | 248 | 250 | 245 | 244 | 239 |
| Karisath * ... | 222 | 227 | 226 | 218 | 217 | 221 | 260 | 254 | 256 | 251 | 250 | 246 |
| Behea ... | 229 | 234 | 233 | 225 | 225 | 228 | 267 | 261 | 263 | 259 | 257 | 253 |
| Banahi ... | 233 | 238 | 237 | 229 | 228 | 232 | 271 | 265 | 267 | 262 | 261 | 256 |
| Raghunathpur ... | 238 | 243 | 242 | 234 | 234 | 237 | 276 | 270 | 272 | 268 | 266 | 262 |
| Twining Ganj ... | 243 | 248 | 247 | 239 | 239 | 243 | 282 | 275 | 277 | 273 | 272 | 267 |
| Dumraon ... | 248 | 253 | 252 | 244 | 244 | 247 | 286 | 280 | 282 | 278 | 276 | 272 |
| Baruna * ... | 252 | 258 | 256 | 248 | 248 | 252 | 291 | 285 | 287 | 282 | 281 | 276 |
| Buxar ... | 258 | 263 | 262 | 254 | 254 | 258 | 297 | 290 | 292 | 288 | 286 | 282 |
| Chausa ... | 265 | 270 | 269 | 261 | 261 | 264 | 303 | 297 | 299 | 295 | 293 | 289 |
| Gahmar ... | 271 | 276 | 275 | 267 | 267 | 270 | 309 | 303 | 305 | 301 | 299 | 295 |
| Bhadaura * ... | 276 | 281 | 280 | 272 | 271 | 275 | 314 | 308 | 310 | 305 | 304 | 300 |
| Dildarnagar ... | 281 | 286 | 285 | 277 | 276 | 280 | 319 | 313 | 315 | 310 | 309 | 305 |
| Tari Ghat Branch— Nagsar § ... | 287 | 292 | 291 | 283 | 283 | 286 | 325 | 319 | 321 | 317 | 315 | 311 |
| Tari Ghat ... | 292 | 297 | 296 | 288 | 288 | 292 | 331 | 324 | 326 | 322 | 321 | 316 |
| Zamania ... | 282 | 287 | 286 | 285 | 285 | 288 | 327 | 321 | 323 | 319 | 317 | 313 |
| Dheena ... | 274 | 279 | 278 | 293 | 292 | 296 | 325 | 319 | 321 | 316 | 313 | 309 |
| Sakaldiha ... | 266 | 271 | 270 | 301 | 301 | 305 | 317 | 310 | 312 | 308 | 305 | 301 |
| Kuchman * ... | 261 | 266 | 265 | 306 | 306 | 309 | 312 | 306 | 308 | 303 | 300 | 296 |
| GRAND CHORD— | | | | | | | | | | | | |
| Kulti ... | 32 | 38 | 36 | 74 | 73 | 77 | 28 | 22 | 24 | 19 | 16 | 12 |
| Barakar ... | 30 | 36 | 34 | 76 | 75 | 79 | 30 | 24 | 26 | 21 | 18 | 14 |
| Kumhardubi * ... | 29 | 34 | 33 | 77 | 77 | 81 | 31 | 25 | 27 | 23 | 20 | 15 |
| Mugma ... | 26 | 31 | 30 | 80 | 80 | 84 | 34 | 28 | 30 | 26 | 23 | 18 |
| Kaloobathan ... | 20 | 25 | 24 | 86 | 86 | 90 | 40 | 34 | 36 | 31 | 28 | 24 |
| Chhota Ambona ... | 14 | 19 | 18 | 92 | 92 | 95 | 46 | 40 | 42 | 37 | 34 | 30 |
| Pradhankhanta ... | 11 | 16 | 15 | 96 | 95 | 99 | 50 | 43 | 45 | 41 | 38 | 34 |
| Dhanbad ... | 5 | 10 | 9 | 102 | 101 | 105 | 56 | 49 | 51 | 47 | 44 | 40 |
| Jherriah Branch— | | | | | | | | | | | | |
| Kuşunda ... | 7 | 12 | 6 | 104 | 104 | 107 | 58 | 52 | 54 | 49 | 46 | 42 |
| Bansjora * ... | 9 | 14 | 4 | 106 | 106 | 110 | 60 | 54 | 56 | 52 | 49 | 44 |
| Jherriah ... | ... | 6 | 13 | 106 | 106 | 109 | 60 | 54 | 56 | 51 | 48 | 44 |
| Pathardihi ... | 6 | ... | 18 | 111 | 111 | 114 | 65 | 59 | 61 | 56 | 53 | 49 |
| Sijua ... | 11 | 16 | 2 | 108 | 108 | 111 | 62 | 56 | 58 | 53 | 50 | 46 |
| Katrasgarh ... | 13 | 18 | ... | 110 | 109 | 113 | 64 | 58 | 60 | 55 | 52 | 48 |
| Tetulmari ... | 10 | 15 | 14 | 107 | 107 | 111 | 61 | 55 | 57 | 53 | 50 | 45 |
| Matarl * ... | 17 | 22 | 21 | 114 | 114 | 117 | 68 | 62 | 64 | 59 | 56 | 52 |
| Gomoh Jn. (with B. N. Ry.) & via. | 23 | 28 | 27 | 120 | 119 | 123 | 74 | 68 | 70 | 65 | 62 | 58 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

§ Not open for through booking.

Table of Distances.

| Churulia | Gaurangdi | Panchra | Palasthali | Daltonganj Branch | | Chandrapura-Barka Kana Section | | | | | | | | C. I. C. Ry. | |
|----------|-----------|---------|------------|-------------------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|------------|--------|------------------|--|
| | | | | Rajhara | Rajhara Siding | Chandrapura | Phusro | Bermo | Jarandih Siding | Gomia | Ranchi Road | Barka Kana | Ray | Bhirkunda Siding | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | |
| 227 | 234 | 244 | 257 | 177 | 180 | 177 | 184 | 188 | 191 | 197 | 224 | 229 | 259 | 238 | |
| 230 | 237 | 247 | 260 | 180 | 183 | 179 | 186 | 190 | 193 | 199 | 226 | 232 | 262 | 241 | |
| 233 | 240 | 250 | 264 | 184 | 186 | 183 | 190 | 194 | 197 | 203 | 230 | 236 | 266 | 244 | |
| 238 | 245 | 255 | 268 | 188 | 191 | 187 | 194 | 198 | 201 | 207 | 234 | 240 | 270 | 249 | |
| 240 | 247 | 257 | 271 | 191 | 194 | 190 | 197 | 201 | 203 | 210 | 237 | 243 | 273 | 252 | |
| 246 | 253 | 263 | 276 | 196 | 199 | 195 | 202 | 206 | 208 | 215 | 242 | 248 | 278 | 257 | |
| 248 | 255 | 265 | 278 | 198 | 201 | 198 | 205 | 209 | 211 | 218 | 245 | 250 | 280 | 259 | |
| 254 | 261 | 271 | 284 | 205 | 207 | 204 | 211 | 215 | 217 | 224 | 251 | 256 | 287 | 265 | |
| 260 | 267 | 277 | 291 | 211 | 213 | 210 | 217 | 221 | 224 | 230 | 257 | 263 | 293 | 271 | |
| 267 | 274 | 284 | 298 | 218 | 221 | 217 | 224 | 228 | 231 | 237 | 264 | 270 | 300 | 279 | |
| 271 | 278 | 288 | 301 | 222 | 224 | 221 | 228 | 232 | 234 | 241 | 268 | 273 | 304 | 282 | |
| 276 | 283 | 293 | 307 | 223 | 226 | 226 | 233 | 237 | 240 | 246 | 273 | 279 | 309 | 288 | |
| 282 | 289 | 299 | 312 | 218 | 221 | 232 | 239 | 243 | 245 | 252 | 279 | 284 | 313 | 293 | |
| 287 | 294 | 304 | 317 | 213 | 216 | 236 | 243 | 247 | 250 | 256 | 283 | 289 | 309 | 298 | |
| 291 | 298 | 308 | 321 | 209 | 212 | 244 | 248 | 252 | 254 | 261 | 288 | 293 | 304 | 302 | |
| 297 | 304 | 314 | 327 | 203 | 206 | 246 | 253 | 257 | 260 | 266 | 293 | 299 | 298 | 308 | |
| 303 | 310 | 320 | 334 | 196 | 199 | 253 | 260 | 264 | 267 | 273 | 300 | 306 | 292 | 315 | |
| 309 | 316 | 326 | 340 | 190 | 193 | 259 | 266 | 270 | 273 | 279 | 306 | 312 | 286 | 311 | |
| 314 | 321 | 331 | 345 | 186 | 188 | 264 | 271 | 275 | 278 | 284 | 311 | 311 | 281 | 306 | |
| 319 | 326 | 336 | 350 | 181 | 183 | 269 | 276 | 280 | 283 | 289 | 312 | 306 | 276 | 301 | |
| 325 | 332 | 342 | 356 | 187 | 190 | 275 | 282 | 286 | 289 | 295 | 318 | 312 | 282 | 307 | |
| 331 | 338 | 348 | 361 | 192 | 195 | 281 | 288 | 292 | 294 | 301 | 328 | 318 | 288 | 313 | |
| 328 | 335 | 345 | 358 | 172 | 175 | 270 | 277 | 281 | 284 | 290 | 303 | 298 | 268 | 293 | |
| 324 | 331 | 341 | 354 | 165 | 167 | 262 | 269 | 273 | 276 | 282 | 296 | 290 | 260 | 285 | |
| 315 | 322 | 332 | 346 | 156 | 159 | 254 | 261 | 265 | 267 | 274 | 287 | 282 | 251 | 276 | |
| 310 | 317 | 327 | 341 | 151 | 154 | 249 | 256 | 260 | 263 | 269 | 282 | 277 | 247 | 272 | |
| 26 | 33 | 43 | 57 | 235 | 234 | 57 | 64 | 68 | 71 | 77 | 104 | 110 | 140 | 118 | |
| 28 | 35 | 45 | 59 | 233 | 232 | 55 | 62 | 66 | 69 | 75 | 102 | 108 | 138 | 116 | |
| 30 | 37 | 47 | ... | 231 | 230 | 53 | 60 | 64 | 67 | 73 | 100 | 106 | 136 | 115 | |
| 33 | 40 | 50 | 63 | 229 | 227 | 50 | 57 | 61 | 64 | 70 | 97 | 103 | 133 | 112 | |
| 39 | 46 | 56 | 69 | 223 | 221 | 45 | 52 | 56 | 58 | 65 | 92 | 97 | 127 | 106 | |
| 45 | 52 | 62 | 75 | 217 | 216 | 39 | 46 | 50 | 52 | 59 | 86 | 91 | 121 | 100 | |
| 48 | 55 | 65 | 79 | 213 | 212 | 35 | 42 | 46 | 49 | 55 | 82 | 88 | 118 | 96 | |
| 54 | 61 | 71 | 85 | 207 | 206 | 29 | 36 | 40 | 43 | 49 | 76 | 82 | 112 | 90 | |
| 56 | 63 | 73 | 87 | 209 | 208 | 31 | 38 | 42 | 45 | 51 | 78 | 84 | 114 | 93 | |
| 59 | 66 | 76 | 89 | 212 | 211 | 34 | 41 | 45 | 47 | 54 | 81 | 86 | 117 | 95 | |
| 58 | 65 | 75 | 89 | 211 | 210 | 33 | 40 | 44 | 47 | 53 | 80 | 86 | 116 | 95 | |
| 63 | 70 | 80 | 94 | 216 | 215 | 38 | 45 | 49 | 52 | 58 | 85 | 91 | 121 | 100 | |
| 61 | 68 | 78 | 91 | 214 | 212 | 35 | 42 | 46 | 49 | 55 | 82 | 88 | 118 | 97 | |
| 62 | 69 | 79 | 93 | 215 | 214 | 37 | 44 | 48 | 51 | 57 | 84 | 90 | 120 | 99 | |
| 60 | 67 | 77 | 90 | 202 | 200 | 23 | 30 | 34 | 37 | 43 | 70 | 76 | 106 | 87 | |
| 67 | 74 | 84 | 97 | 195 | 194 | 17 | 24 | 28 | 30 | 37 | 64 | 69 | 99 | 78 | |
| 72 | 79 | 89 | 103 | 189 | 188 | 11 | 18 | 22 | 25 | 31 | 58 | 64 | 94 | 72 | |

Table of Distances.

| Stations to | Jheriah | Pathardih | Katrasgarh | Giridih Branch | | | Chara | Toposh | Singaran | Ikrah | Jamuria | Barabani |
|-------------------------------------------|---------|-----------|------------|----------------|------------------|-------------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur- baree | Domohani No. 2 | | | | | | |
| | Miles. | Miles | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| GRAND CHORD—(Contd) | | | | | | | | | | | | |
| Gomoh—Chandrapura— Barkakana Section— | | | | | | | | | | | | |
| Telo ... | 28 | 34 | 32 | 126 | 125 | 129 | 80 | 73 | 75 | 71 | 68 | 63 |
| Chandrapura Jn. ... | 33 | 38 | 37 | 131 | 131 | 134 | 84 | 78 | 80 | 76 | 73 | 68 |
| Phusro ... | 40 | 45 | 44 | 138 | 138 | 141 | 91 | 85 | 87 | 83 | 80 | 75 |
| Bermo ... | 44 | 49 | 48 | 142 | 142 | 145 | 95 | 89 | 91 | 87 | 84 | 79 |
| Jarangdih * | 46 | 51 | 50 | 144 | 144 | 147 | 97 | 91 | 93 | 88 | 85 | 81 |
| Gomia ... | 53 | 58 | 57 | 151 | 151 | 154 | 104 | 98 | 100 | 96 | 93 | 88 |
| Chainpur ... | 72 | 77 | 76 | 170 | 170 | 173 | 123 | 117 | 119 | 115 | 112 | 107 |
| Danea ... | 64 | 69 | 68 | 162 | 162 | 165 | 115 | 109 | 111 | 107 | 104 | 99 |
| Ranchi Road ... | 80 | 85 | 84 | 178 | 178 | 181 | 131 | 125 | 127 | 123 | 120 | 115 |
| Barkakana Jn. ... | 86 | 91 | 90 | 183 | 183 | 186 | 136 | 131 | 132 | 128 | 125 | 121 |
| Barkakana-Daltanganj— Section— | | | | | | | | | | | | |
| Bhurkunda ... | 93 | 98 | 97 | 190 | 190 | 193 | 143 | 137 | 139 | 135 | 132 | 128 |
| Patratu ... | 98 | 103 | 102 | 195 | 195 | 198 | 149 | 143 | 145 | 140 | 137 | 133 |
| Hendegir ... | 108 | 113 | 112 | 205 | 205 | 208 | 158 | 152 | 154 | 150 | 147 | 143 |
| Ray ... | 116 | 121 | 120 | 213 | 213 | 216 | 167 | 161 | 163 | 158 | 155 | 151 |
| Khalari (b) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| McCluskieganj ... | 124 | 129 | 128 | 222 | 222 | 225 | 175 | 169 | 171 | 166 | 163 | 159 |
| Mahuamilan ... | 134 | 139 | 138 | 231 | 231 | 234 | 185 | 179 | 181 | 176 | 173 | 169 |
| Tori ... | 138 | 143 | 142 | 235 | 235 | 238 | 189 | 183 | 185 | 180 | 177 | 173 |
| Richughuta ... | 149 | 154 | 153 | 247 | 247 | 250 | 200 | 194 | 196 | 191 | 188 | 184 |
| Latehar ... | 158 | 163 | 162 | 256 | 256 | 259 | 209 | 203 | 205 | 201 | 198 | 193 |
| Kumandih ... | 166 | 171 | 170 | 264 | 264 | 267 | 217 | 211 | 213 | 208 | 205 | 201 |
| Chhipadohar ... | 177 | 182 | 181 | 275 | 275 | 278 | 228 | 222 | 224 | 220 | 217 | 212 |
| Barwadih ... | 183 | 188 | 187 | 281 | 281 | 284 | 234 | 228 | 230 | 226 | 223 | 218 |
| Kechki ... | 191 | 196 | 195 | 284 | 289 | 292 | 242 | 236 | 238 | 233 | 230 | 226 |
| Nimia Ghat ... | 29 | 34 | 33 | 126 | 126 | 130 | 80 | 74 | 76 | 72 | 69 | 64 |
| Parasnath ... | 34 | 39 | 38 | 131 | 131 | 134 | 85 | 79 | 81 | 76 | 73 | 69 |
| Chowdhariband ... | 40 | 45 | 44 | 137 | 136 | 140 | 91 | 85 | 87 | 82 | 79 | 75 |
| Chichaki ... | 45 | 50 | 49 | 142 | 141 | 145 | 96 | 90 | 92 | 87 | 84 | 80 |
| Hazaribagh Road ... | 51 | 56 | 55 | 148 | 147 | 151 | 102 | 96 | 98 | 93 | 90 | 86 |
| Chobe ... | 57 | 62 | 61 | 154 | 154 | 158 | 108 | 102 | 104 | 100 | 97 | 92 |
| Parasabad ... | 64 | 69 | 68 | 161 | 161 | 165 | 115 | 109 | 111 | 107 | 104 | 99 |
| Sarmatand ... | 70 | 75 | 74 | 167 | 167 | 171 | 121 | 115 | 117 | 113 | 110 | 105 |
| Hirodih ... | 75 | 80 | 79 | 172 | 172 | 175 | 126 | 120 | 122 | 117 | 114 | 110 |
| Kodarma ... | 81 | 86 | 85 | 178 | 177 | 181 | 132 | 126 | 128 | 123 | 120 | 116 |
| Gujhandi ... | 87 | 92 | 91 | 184 | 184 | 187 | 138 | 132 | 134 | 129 | 126 | 122 |
| Dilwa * ... | 91 | 96 | 95 | 188 | 188 | 192 | 142 | 136 | 138 | 134 | 131 | 126 |
| Gurpa ... | 101 | 106 | 105 | 198 | 197 | 201 | 152 | 145 | 147 | 143 | 140 | 136 |
| Paharpur ... | 108 | 113 | 112 | 199 | 198 | 202 | 159 | 153 | 155 | 150 | 147 | 143 |
| Tankuppa ... | 116 | 121 | 120 | 191 | 190 | 194 | 167 | 160 | 162 | 158 | 155 | 151 |
| Bandhua ... | 120 | 126 | 124 | 186 | 186 | 189 | 172 | 165 | 167 | 163 | 160 | 155 |
| Manpur ... | 125 | 130 | 129 | 182 | 181 | 185 | 176 | 170 | 172 | 167 | 164 | 160 |
| Gaya ... | 128 | 133 | 132 | 185 | 184 | 188 | 179 | 173 | 175 | 170 | 167 | 163 |
| Kastha † ... | 133 | 138 | 137 | 190 | 190 | 193 | 184 | 178 | 180 | 176 | 173 | 168 |
| Paraiya ... | 138 | 143 | 142 | 194 | 194 | 198 | 189 | 183 | 185 | 180 | 177 | 173 |
| Guraru ... | 141 | 147 | 145 | 198 | 198 | 202 | 192 | 186 | 188 | 184 | 181 | 176 |
| Ismailpur ... | 146 | 151 | 150 | 202 | 202 | 206 | 197 | 191 | 193 | 188 | 185 | 181 |
| Pafiganj ... | 151 | 156 | 155 | 208 | 208 | 211 | 202 | 196 | 198 | 194 | 191 | 186 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

† Open for coal for the Engineering Department only.

(b) Open up to 50 rounds per complement

Table of Distances.

| Churulia | Gaurangdi | Panchra | Palasthall | Daltongani Branch | | Chandrapura-Barka Kana Section | | | | | | | | | C. I. C. Ry. |
|----------|-----------|---------|------------|-------------------|----------------|--------------------------------|--------|--------|-----------------|--------|--------------|------------|--------|------------------|--------------|
| | | | | Rajhara | Rajhara Siding | Chandrapura | Phusro | Bermo | Jarandih Siding | Gomla | Ranchi Road. | Barka Kana | Ray | Bhurkunda Siding | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | |
| 78 | 85 | 95 | 108 | 183 | 181 | 5 | 12 | 16 | 19 | 25 | 52 | 58 | 88 | 66 | |
| 83 | 90 | 100 | 113 | 179 | 177 | ... | 7 | 11 | 14 | 20 | 47 | 53 | 83 | 62 | |
| 90 | 97 | 107 | 120 | 172 | 170 | 7 | ... | 4 | 7 | 13 | 40 | 46 | 76 | 55 | |
| 94 | 101 | 111 | 124 | 168 | 166 | 11 | 4 | ... | 3 | 9 | 36 | 42 | 72 | 51 | |
| 95 | 102 | 112 | 126 | 166 | 164 | 13 | 6 | 2 | 1 | 8 | 34 | 40 | 71 | 49 | |
| 103 | 110 | 120 | 133 | 159 | 157 | 20 | 13 | 9 | 9 | ... | 27 | 33 | 63 | 42 | |
| 122 | 129 | 139 | 152 | 140 | 138 | 39 | 32 | 28 | 28 | 19 | 8 | 14 | 44 | 23 | |
| 114 | 121 | 131 | 144 | 148 | 146 | 31 | 24 | 20 | 20 | 11 | 16 | 22 | 52 | 31 | |
| 130 | 137 | 147 | 160 | 132 | 130 | 47 | 40 | 36 | 35 | 27 | ... | 6 | 36 | 15 | |
| 135 | 142 | 152 | 166 | 126 | 125 | 53 | 46 | 42 | 41 | 33 | 6 | ... | 31 | 9 | |
| 142 | 149 | 159 | 173 | 119 | 118 | 60 | 53 | 49 | 48 | 40 | 13 | 7 | 24 | 2 | |
| 147 | 154 | 164 | 178 | 114 | 113 | 65 | 58 | 54 | 53 | 45 | 18 | 12 | 19 | 17 | |
| 157 | 164 | 174 | 188 | 104 | 103 | 75 | 68 | 64 | 63 | 55 | 28 | 22 | 9 | 17 | |
| 166 | 173 | 183 | 196 | 96 | 95 | 83 | 76 | 72 | 72 | 63 | 36 | 31 | ... | 25 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 174 | 181 | 191 | 204 | 88 | 86 | 91 | 84 | 80 | 80 | 71 | 44 | 39 | 9 | 33 | |
| 183 | 190 | 200 | 214 | 78 | 77 | 101 | 94 | 90 | 89 | 81 | 54 | 48 | 18 | 43 | |
| 187 | 194 | 204 | 218 | 74 | 73 | 105 | 98 | 94 | 93 | 85 | 58 | 52 | 22 | 47 | |
| 199 | 206 | 216 | 229 | 63 | 61 | 116 | 109 | 105 | 105 | 96 | 69 | 64 | 34 | 58 | |
| 208 | 215 | 225 | 238 | 54 | 52 | 125 | 118 | 114 | 114 | 105 | 78 | 73 | 43 | 68 | |
| 216 | 223 | 233 | 246 | 46 | 44 | 133 | 126 | 122 | 122 | 113 | 86 | 81 | 50 | 75 | |
| 227 | 234 | 244 | 257 | 34 | 33 | 145 | 138 | 134 | 133 | 125 | 98 | 92 | 62 | 87 | |
| 233 | 240 | 250 | 263 | 28 | 27 | 151 | 144 | 140 | 139 | 131 | 104 | 98 | 68 | 93 | |
| 241 | 248 | 258 | 271 | 21 | 19 | 158 | 151 | 147 | 147 | 138 | 111 | 106 | 76 | 100 | |
| 79 | 86 | 96 | 109 | 196 | 219 | 17 | 24 | 28 | 31 | 37 | 64 | 70 | 100 | 79 | |
| 84 | 91 | 101 | 114 | 200 | 214 | 22 | 29 | 33 | 36 | 42 | 69 | 75 | 105 | 84 | |
| 89 | 96 | 106 | 120 | 205 | 208 | 28 | 35 | 39 | 42 | 48 | 75 | 81 | 111 | 89 | |
| 94 | 101 | 111 | 125 | 200 | 203 | 33 | 40 | 44 | 47 | 53 | 80 | 86 | 116 | 94 | |
| 100 | 107 | 117 | 131 | 194 | 197 | 39 | 46 | 50 | 53 | 59 | 86 | 92 | 122 | 100 | |
| 107 | 114 | 124 | 137 | 188 | 191 | 45 | 52 | 56 | 59 | 65 | 92 | 98 | 128 | 107 | |
| 114 | 121 | 131 | 144 | 181 | 184 | 53 | 60 | 64 | 66 | 73 | 100 | 105 | 135 | 114 | |
| 120 | 127 | 137 | 150 | 175 | 178 | 58 | 65 | 69 | 72 | 78 | 105 | 111 | 141 | 120 | |
| 125 | 132 | 142 | 155 | 170 | 173 | 63 | 70 | 74 | 77 | 83 | 110 | 116 | 146 | 125 | |
| 130 | 137 | 147 | 161 | 164 | 167 | 69 | 76 | 80 | 83 | 89 | 116 | 122 | 152 | 130 | |
| 136 | 143 | 153 | 167 | 158 | 161 | 75 | 82 | 86 | 89 | 95 | 122 | 128 | 158 | 136 | |
| 141 | 148 | 158 | 171 | 154 | 157 | 80 | 87 | 91 | 93 | 100 | 127 | 132 | 162 | 141 | |
| 150 | 157 | 167 | 181 | 145 | 147 | 89 | 96 | 100 | 102 | 109 | 136 | 141 | 172 | 150 | |
| 157 | 164 | 174 | 188 | 137 | 140 | 96 | 103 | 107 | 110 | 116 | 143 | 149 | 179 | 157 | |
| 165 | 172 | 182 | 196 | 130 | 132 | 104 | 111 | 115 | 117 | 124 | 151 | 156 | 187 | 165 | |
| 170 | 177 | 187 | 200 | 125 | 127 | 109 | 116 | 120 | 122 | 129 | 156 | 161 | 191 | 170 | |
| 174 | 181 | 191 | 205 | 120 | 123 | 113 | 120 | 124 | 127 | 133 | 160 | 166 | 196 | 174 | |
| 178 | 184 | 195 | 208 | 117 | 120 | 116 | 123 | 127 | 130 | 136 | 163 | 169 | 199 | 178 | |
| 183 | 190 | 200 | 213 | 112 | 115 | 122 | 129 | 133 | 135 | 142 | 169 | 174 | 204 | 183 | |
| 187 | 194 | 204 | 218 | 107 | 110 | 126 | 133 | 137 | 140 | 146 | 173 | 179 | 203 | 187 | |
| 191 | 198 | 208 | 221 | 104 | 106 | 130 | 137 | 141 | 143 | 150 | 177 | 182 | 199 | 191 | |
| 195 | 202 | 212 | 226 | 99 | 102 | 134 | 141 | 145 | 148 | 154 | 181 | 187 | 195 | 195 | |
| 201 | 208 | 218 | 231 | 94 | 97 | 140 | 147 | 151 | 153 | 160 | 187 | 192 | 189 | 201 | |

Table of Distances.

| Stations to | Jheriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|----------------------------------------------------------------------------------------|---------|------------|------------|----------------|------------------|-------------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur- baree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| GRAND CHORD—Concl'd | | | | | | | | | | | | |
| Jakhim ... | 158 | 163 | 162 | 215 | 215 | 218 | 209 | 203 | 205 | 201 | 198 | 193 |
| Phesar ... | 165 | 170 | 169 | 222 | 221 | 225 | 216 | 210 | 212 | 207 | 204 | 200 |
| Palmerganj ... | 171 | 176 | 175 | 227 | 227 | 231 | 222 | 216 | 218 | 213 | 210 | 206 |
| Sone East Bank ... | 177 | 182 | 181 | 234 | 234 | 237 | 228 | 222 | 224 | 220 | 217 | 212 |
| Daltonganj Branch— | | | | | | | | | | | | |
| Ankorha ... | 187 | 192 | 191 | 244 | 244 | 247 | 238 | 232 | 234 | 230 | 227 | 222 |
| Nabinagar Road ... | 196 | 201 | 200 | 253 | 252 | 256 | 247 | 241 | 243 | 238 | 235 | 231 |
| Japla ... | 206 | 211 | 210 | 263 | 262 | 266 | 257 | 251 | 253 | 248 | 245 | 241 |
| Haidarnagar ... | 210 | 215 | 214 | 267 | 267 | 270 | 261 | 255 | 257 | 253 | 250 | 245 |
| Mohammadganj ... | 218 | 223 | 222 | 274 | 274 | 278 | 269 | 262 | 264 | 260 | 257 | 253 |
| Untari Road ... | 225 | 230 | 229 | 282 | 281 | 285 | 276 | 270 | 272 | 267 | 264 | 260 |
| Garhwa Road ... | 221 | 226 | 225 | 292 | 291 | 295 | 272 | 266 | 268 | 263 | 260 | 256 |
| Rajhara ... | 211 | 216 | 215 | 301 | 301 | 305 | 262 | 256 | 258 | 254 | 251 | 246 |
| Daltonganj ... | 200 | 205 | 204 | 297 | 297 | 301 | 251 | 245 | 247 | 243 | 240 | 235 |
| Dehri-on-Sone and <i>via</i> | 181 | 186 | 185 | 238 | 237 | 241 | 232 | 226 | 228 | 223 | 220 | 216 |
| Karwandia ... | 187 | 192 | 191 | 244 | 244 | 247 | 238 | 232 | 234 | 230 | 227 | 222 |
| Sasaram Jn. (with A. S. L. Ry.) & <i>via</i> . | 192 | 197 | 196 | 249 | 248 | 252 | 243 | 237 | 239 | 234 | 231 | 227 |
| Kumhau ... | 197 | 202 | 201 | 254 | 253 | 257 | 248 | 242 | 244 | 239 | 236 | 232 |
| Shiu Sagar Road ... | 200 | 206 | 204 | 257 | 257 | 261 | 252 | 245 | 247 | 243 | 240 | 235 |
| Kudra ... | 208 | 213 | 212 | 264 | 264 | 268 | 259 | 253 | 255 | 250 | 247 | 243 |
| Pusauli ... | 213 | 218 | 217 | 270 | 270 | 273 | 264 | 258 | 260 | 256 | 253 | 248 |
| Muthani * ... | 218 | 224 | 222 | 275 | 275 | 279 | 270 | 263 | 265 | 261 | 258 | 253 |
| Bhabua Road ... | 222 | 227 | 226 | 278 | 278 | 282 | 273 | 266 | 268 | 264 | 261 | 257 |
| Durgauti ... | 227 | 232 | 231 | 284 | 284 | 287 | 278 | 272 | 274 | 270 | 267 | 262 |
| Karmnasa ... | 234 | 239 | 238 | 291 | 291 | 294 | 285 | 279 | 281 | 277 | 274 | 269 |
| Saiyadraja ... | 239 | 245 | 243 | 296 | 296 | 300 | 291 | 284 | 286 | 282 | 279 | 274 |
| Chandauli Majhwar ... | 245 | 250 | 249 | 301 | 301 | 305 | 296 | 290 | 292 | 287 | 284 | 280 |
| Ganj Khwaja * ... | 250 | 255 | 254 | 307 | 306 | 310 | 301 | 295 | 297 | 292 | 289 | 285 |
| Moghal Sarai Junc. ... | 254 | 259 | 258 | 311 | 311 | 314 | 305 | 299 | 301 | 297 | 294 | 289 |
| Jeonathpur ... | 259 | 264 | 263 | 316 | 315 | 319 | 310 | 304 | 306 | 301 | 298 | 294 |
| Ahaura Road ... | 263 | 268 | 267 | 319 | 319 | 323 | 314 | 307 | 309 | 305 | 302 | 298 |
| Kylahat ... | 268 | 273 | 272 | 325 | 324 | 328 | 319 | 313 | 315 | 310 | 307 | 303 |
| Chunar ... | 274 | 279 | 278 | 331 | 330 | 334 | 325 | 319 | 321 | 316 | 313 | 309 |
| Dagmagpur ... | 279 | 284 | 283 | 335 | 335 | 339 | 330 | 323 | 325 | 321 | 318 | 314 |
| Pahara ... | 284 | 289 | 288 | 340 | 340 | 344 | 335 | 328 | 330 | 326 | 323 | 319 |
| Jhingura ... | 287 | 292 | 291 | 344 | 344 | 347 | 338 | 332 | 334 | 330 | 327 | 322 |
| Mirzapur ... | 293 | 299 | 297 | 350 | 350 | 354 | 345 | 338 | 340 | 336 | 333 | 328 |
| Bindhachal ... | 298 | 303 | 302 | 355 | 354 | 358 | 349 | 343 | 345 | 340 | 337 | 333 |
| Birohe ... | 301 | 306 | 305 | 358 | 357 | 361 | 352 | 346 | 348 | 343 | 340 | 336 |
| Gaipura ... | 306 | 311 | 310 | 362 | 362 | 366 | 357 | 350 | 352 | 348 | 345 | 341 |
| Jigna ... | 310 | 315 | 314 | 367 | 366 | 370 | 361 | 355 | 357 | 352 | 349 | 345 |
| Mandah Road ... | 315 | 320 | 319 | 372 | 371 | 375 | 366 | 360 | 362 | 357 | 354 | 350 |
| Unchdih * ... | 320 | 325 | 324 | 377 | 377 | 380 | 371 | 365 | 367 | 363 | 360 | 355 |
| Meja Road ... | 325 | 331 | 329 | 382 | 382 | 386 | 377 | 370 | 372 | 368 | 365 | 360 |
| Bheerpur ... | 332 | 337 | 336 | 389 | 389 | 392 | 383 | 377 | 379 | 375 | 372 | 367 |
| Karchana ... | 338 | 343 | 342 | 395 | 394 | 398 | 389 | 383 | 385 | 380 | 377 | 373 |
| Naini Jn. (with G. I. P. Ry.) & <i>via</i> . | 345 | 350 | 349 | 401 | 401 | 405 | 396 | 389 | 391 | 387 | 384 | 380 |
| Allahabad Junc. & <i>via</i> and <i>via</i> Allahabad City ((for B. & N. W. Ry.) | 348 | 353 | 352 | 405 | 405 | 408 | 399 | 393 | 395 | 391 | 388 | 383 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

Table of Distances.

| Churulia | Gaurangph | Panchra | Palasthali | Daltongan Branch | | Chandrapura-Barka Kana Section | | | | | | | | | C. I. C Ry. | |
|----------|-----------|---------|------------|------------------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|------------|--------|------------------|-------------|--------|
| | | | | Rajhara | Rajhara Siding | Chandrapura | Phusro | Berno | Jarandih Siding | Gomla | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding | | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 208 | 215 | 225 | 238 | 87 | 90 | 146 | 153 | 157 | 160 | 166 | 193 | 199 | 182 | 208 | | |
| 215 | 222 | 232 | 245 | 80 | 83 | 153 | 160 | 164 | 167 | 173 | 200 | 206 | 175 | 200 | | |
| 220 | 227 | 237 | 251 | 74 | 77 | 159 | 166 | 170 | 173 | 179 | 206 | 200 | 170 | 195 | | |
| 227 | 234 | 244 | 257 | 68 | 71 | 166 | 173 | 177 | 179 | 186 | 199 | 193 | 163 | 188 | | |
| | | | | | | | | | | | | | | | | |
| 237 | 244 | 254 | 267 | 58 | 61 | 175 | 182 | 186 | 189 | 195 | 189 | 183 | 153 | 178 | | |
| 246 | 253 | 263 | 276 | 49 | 52 | 184 | 191 | 195 | 198 | 207 | 180 | 175 | 145 | 169 | | |
| 255 | 262 | 272 | 286 | 39 | 42 | 194 | 201 | 205 | 206 | 197 | 170 | 165 | 135 | 160 | | |
| 260 | 267 | 277 | 290 | 35 | 38 | 198 | 205 | 202 | 201 | 193 | 166 | 160 | 130 | 155 | | |
| 267 | 274 | 284 | 298 | 28 | 30 | 206 | 199 | 195 | 194 | 186 | 159 | 153 | 123 | 148 | | |
| | | | | | | | | | | | | | | | | |
| 274 | 281 | 291 | 305 | 20 | 23 | 198 | 191 | 187 | 187 | 178 | 151 | 146 | 116 | 141 | | |
| 271 | 278 | 288 | 301 | 10 | 13 | 188 | 181 | 177 | 177 | 168 | 141 | 136 | 105 | 130 | | |
| 261 | 268 | 278 | 291 | ... | 3 | 179 | 172 | 168 | 167 | 159 | 132 | 126 | 96 | 121 | | |
| 250 | 257 | 267 | 280 | 11 | 9 | 168 | 161 | 157 | 156 | 148 | 121 | 115 | 85 | 110 | | |
| | | | | | | | | | | | | | | | | |
| 231 | 238 | 248 | 261 | 71 | 74 | 169 | 176 | 180 | 183 | 189 | 203 | 197 | 167 | 192 | | |
| 237 | 244 | 254 | 267 | 78 | 81 | 176 | 183 | 187 | 189 | 196 | 209 | 203 | 173 | 198 | | |
| 242 | 249 | 259 | 272 | 83 | 85 | 180 | 187 | 191 | 194 | 200 | 214 | 208 | 178 | 203 | | |
| | | | | | | | | | | | | | | | | |
| 247 | 254 | 264 | 277 | 87 | 90 | 185 | 192 | 196 | 199 | 205 | 219 | 213 | 183 | 208 | | |
| 250 | 257 | 267 | 280 | 91 | 94 | 189 | 196 | 200 | 202 | 209 | 222 | 216 | 186 | 211 | | |
| 257 | 264 | 274 | 288 | 98 | 101 | 196 | 203 | 207 | 210 | 216 | 229 | 224 | 194 | 218 | | |
| 263 | 270 | 280 | 293 | 104 | 106 | 201 | 208 | 212 | 215 | 221 | 235 | 229 | 199 | 224 | | |
| 268 | 275 | 285 | 298 | 109 | 112 | 207 | 214 | 218 | 220 | 227 | 240 | 234 | 204 | 229 | | |
| 271 | 278 | 288 | 302 | 112 | 115 | 210 | 217 | 221 | 223 | 230 | 243 | 238 | 207 | 232 | | |
| | | | | | | | | | | | | | | | | |
| 277 | 284 | 294 | 307 | 118 | 120 | 215 | 222 | 226 | 229 | 235 | 249 | 243 | 213 | 238 | | |
| 284 | 291 | 301 | 314 | 125 | 128 | 223 | 230 | 234 | 236 | 243 | 256 | 250 | 220 | 245 | | |
| 289 | 296 | 303 | 319 | 130 | 133 | 228 | 235 | 239 | 241 | 248 | 261 | 255 | 225 | 250 | | |
| 294 | 301 | 311 | 325 | 135 | 138 | 233 | 240 | 244 | 247 | 253 | 266 | 261 | 230 | 255 | | |
| 300 | 307 | 307 | 330 | 141 | 144 | 238 | 245 | 249 | 252 | 258 | 272 | 266 | 236 | 261 | | |
| | | | | | | | | | | | | | | | | |
| 304 | 311 | 321 | 334 | 145 | 147 | 242 | 249 | 253 | 256 | 262 | 276 | 270 | 240 | 265 | | |
| 307 | 316 | 326 | 339 | 149 | 152 | 247 | 254 | 258 | 261 | 267 | 281 | 275 | 245 | 270 | | |
| 311 | 319 | 329 | 343 | 153 | 156 | 251 | 258 | 262 | 264 | 271 | 284 | 279 | 248 | 273 | | |
| 316 | 325 | 335 | 348 | 158 | 161 | 256 | 263 | 267 | 270 | 276 | 290 | 284 | 254 | 279 | | |
| 322 | 331 | 341 | 354 | 165 | 167 | 262 | 269 | 273 | 276 | 282 | 296 | 290 | 260 | 285 | | |
| 327 | 335 | 345 | 359 | 169 | 172 | 267 | 274 | 278 | 280 | 287 | 300 | 295 | 264 | 289 | | |
| | | | | | | | | | | | | | | | | |
| 332 | 340 | 350 | 364 | 174 | 177 | 272 | 279 | 283 | 285 | 292 | 305 | 300 | 269 | 294 | | |
| 335 | 344 | 354 | 367 | 178 | 180 | 275 | 282 | 286 | 289 | 295 | 309 | 303 | 273 | 298 | | |
| 341 | 350 | 360 | 373 | 184 | 187 | 282 | 289 | 293 | 295 | 302 | 315 | 309 | 279 | 304 | | |
| 346 | 355 | 365 | 378 | 189 | 191 | 286 | 293 | 297 | 300 | 306 | 320 | 314 | 284 | 309 | | |
| 349 | 358 | 368 | 381 | 191 | 194 | 289 | 296 | 300 | 303 | 309 | 323 | 317 | 287 | 312 | | |
| 354 | 362 | 372 | 386 | 196 | 199 | 294 | 301 | 305 | 307 | 314 | 327 | 322 | 291 | 316 | | |
| 358 | 367 | 377 | 390 | 200 | 203 | 298 | 305 | 309 | 312 | 318 | 332 | 326 | 296 | 321 | | |
| | | | | | | | | | | | | | | | | |
| 363 | 372 | 382 | 395 | 206 | 208 | 303 | 310 | 314 | 317 | 323 | 337 | 331 | 301 | 326 | | |
| 368 | 377 | 387 | 400 | 211 | 213 | 308 | 315 | 319 | 322 | 328 | 342 | 336 | 306 | 331 | | |
| 373 | 382 | 392 | 405 | 216 | 219 | 314 | 321 | 325 | 327 | 334 | 347 | 341 | 311 | 336 | | |
| 380 | 389 | 399 | 412 | 223 | 225 | 320 | 327 | 331 | 334 | 340 | 354 | 348 | 318 | 343 | | |
| 386 | 395 | 405 | 418 | 228 | 231 | 326 | 333 | 337 | 340 | 346 | 360 | 354 | 324 | 349 | | |
| 393 | 401 | 411 | 425 | 235 | 238 | 333 | 340 | 344 | 346 | 353 | 366 | 361 | 330 | 355 | | |
| | | | | | | | | | | | | | | | | |
| 398 | 405 | 415 | 428 | 239 | 241 | 336 | 343 | 347 | 350 | 356 | 370 | 364 | 334 | 359 | | |

Table of Distances.

| Stations to | Jheriah | Pathardih | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|------------------------------------------------------------------------------------|---------|-----------|------------|----------------|--------------|----------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur-baree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Allahabad Fort Branch— | | | | | | | | | | | | |
| Allahabad Fort (a) ... | 351 | 356 | 355 | 408 | 408 | 411 | 402 | 396 | 398 | 394 | 391 | 386 |
| Bamhrauli ... | 354 | 359 | 358 | 411 | 411 | 414 | 405 | 399 | 401 | 397 | 394 | 389 |
| Manauri ... | 359 | 364 | 363 | 416 | 416 | 419 | 410 | 404 | 406 | 402 | 399 | 394 |
| Manoharganj ... | 367 | 372 | 371 | 424 | 424 | 427 | 418 | 412 | 414 | 410 | 407 | 402 |
| Bharwari ... | 372 | 377 | 376 | 429 | 429 | 432 | 423 | 417 | 419 | 415 | 412 | 407 |
| Shujaatpur ... | 378 | 383 | 382 | 435 | 435 | 438 | 429 | 423 | 425 | 421 | 418 | 413 |
| Sirathu ... | 384 | 389 | 388 | 441 | 441 | 444 | 435 | 429 | 431 | 427 | 424 | 419 |
| Athsarai * ... | 389 | 394 | 393 | 446 | 446 | 449 | 440 | 434 | 436 | 432 | 429 | 424 |
| Kunwar ... | 391 | 396 | 395 | 448 | 448 | 451 | 442 | 436 | 438 | 434 | 431 | 426 |
| Katoghan * ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Khaga ... | 400 | 405 | 404 | 457 | 457 | 460 | 451 | 445 | 447 | 443 | 440 | 435 |
| Sath Naraini ... | 404 | 409 | 408 | 461 | 461 | 464 | 455 | 449 | 451 | 447 | 444 | 439 |
| Rasulabad ... | 409 | 414 | 413 | 466 | 466 | 469 | 460 | 454 | 456 | 452 | 449 | 444 |
| Faiz-ullah-pur ... | 414 | 419 | 418 | 471 | 471 | 474 | 465 | 459 | 461 | 457 | 454 | 449 |
| Fatehpur ... | 421 | 426 | 425 | 478 | 478 | 481 | 472 | 466 | 468 | 464 | 461 | 456 |
| Kurasti Kalan ... | 425 | 430 | 429 | 482 | 482 | 485 | 476 | 470 | 472 | 468 | 465 | 460 |
| Malwa ... | 431 | 436 | 435 | 488 | 488 | 491 | 482 | 476 | 478 | 474 | 471 | 466 |
| Kanspur Gugauli * ... | 436 | 441 | 440 | 493 | 493 | 496 | 487 | 481 | 483 | 479 | 476 | 471 |
| Bindki Road ... | 440 | 445 | 444 | 497 | 497 | 500 | 491 | 485 | 487 | 483 | 480 | 475 |
| Karbigwan ... | 448 | 453 | 452 | 505 | 505 | 508 | 499 | 493 | 495 | 491 | 488 | 483 |
| Aung † ... | 444 | 449 | 448 | 501 | 501 | 504 | 495 | 489 | 491 | 487 | 484 | 479 |
| Sarsaul ... | 455 | 460 | 459 | 512 | 512 | 515 | 506 | 500 | 502 | 498 | 495 | 490 |
| Chakeri ... | 462 | 467 | 466 | 519 | 519 | 522 | 513 | 507 | 509 | 505 | 502 | 497 |
| Cawnpore Central Goods Shed Jn. (B. B. & C. I., B. & N.W., & G. I. P. Rys.) & via. | 467 | 472 | 471 | 524 | 524 | 527 | 518 | 512 | 514 | 510 | 507 | 502 |
| Cawnpore Mill Siding A | 469 | 474 | 473 | 526 | 526 | 529 | 520 | 514 | 516 | 512 | 509 | 504 |
| Do. Do. B | 470 | 475 | 474 | 527 | 527 | 530 | 521 | 515 | 517 | 513 | 510 | 505 |
| Panki ... | 474 | 479 | 478 | 531 | 531 | 534 | 525 | 519 | 521 | 517 | 514 | 509 |
| Bhaupur ... | 481 | 486 | 485 | 538 | 538 | 541 | 532 | 526 | 528 | 524 | 521 | 516 |
| Maltha * ... | 487 | 492 | 491 | 544 | 544 | 547 | 538 | 532 | 534 | 530 | 527 | 522 |
| Rura ... | 494 | 499 | 498 | 551 | 551 | 554 | 545 | 539 | 541 | 537 | 534 | 529 |
| Ambyapur ... | 500 | 505 | 504 | 557 | 557 | 560 | 551 | 545 | 547 | 543 | 540 | 535 |
| Jhijnhak ... | 506 | 511 | 510 | 563 | 563 | 566 | 557 | 551 | 553 | 549 | 546 | 541 |
| Kanchausi ... | 513 | 518 | 517 | 570 | 570 | 573 | 564 | 558 | 560 | 556 | 553 | 548 |
| Phaphund ... | 518 | 523 | 522 | 575 | 575 | 578 | 569 | 563 | 565 | 561 | 558 | 553 |
| Pata * ... | 524 | 529 | 528 | 581 | 581 | 584 | 575 | 569 | 571 | 567 | 564 | 559 |
| Achalda ... | 529 | 534 | 533 | 586 | 586 | 589 | 580 | 574 | 576 | 572 | 569 | 564 |
| Samhon ... | 535 | 540 | 539 | 592 | 592 | 595 | 586 | 580 | 582 | 578 | 575 | 570 |
| Bharthna ... | 541 | 546 | 545 | 598 | 598 | 601 | 592 | 586 | 588 | 584 | 581 | 576 |
| Ekdil ... | 547 | 552 | 551 | 604 | 604 | 607 | 598 | 592 | 594 | 590 | 587 | 582 |
| Etawah ... | 554 | 559 | 558 | 611 | 611 | 614 | 605 | 599 | 601 | 597 | 594 | 589 |
| Sarai Bhopat * ... | 559 | 564 | 563 | 616 | 616 | 619 | 610 | 604 | 606 | 602 | 599 | 594 |
| Jaswantnagar ... | 564 | 569 | 568 | 621 | 621 | 624 | 615 | 609 | 611 | 607 | 604 | 599 |
| Balrai * ... | 569 | 574 | 573 | 626 | 626 | 629 | 620 | 614 | 616 | 612 | 609 | 604 |
| Bhadan ... | 576 | 581 | 580 | 633 | 633 | 636 | 627 | 621 | 623 | 619 | 616 | 611 |
| Kaurara ... | 581 | 586 | 585 | 638 | 638 | 641 | 632 | 626 | 628 | 624 | 621 | 616 |
| Shikohabad ... | 588 | 593 | 592 | 645 | 645 | 648 | 639 | 633 | 635 | 631 | 628 | 623 |
| Shikohabad-Farukhabad Extension— | | | | | | | | | | | | |
| Araon * ... | 596 | 601 | 600 | 653 | 653 | 656 | 647 | 641 | 643 | 639 | 636 | 631 |
| Kosma ... | 605 | 610 | 609 | 662 | 662 | 665 | 656 | 650 | 652 | 648 | 645 | 640 |
| Tindauli ... | 610 | 615 | 614 | 667 | 667 | 670 | 661 | 655 | 657 | 653 | 650 | 645 |
| Mainpuri ... | 618 | 623 | 622 | 675 | 675 | 678 | 669 | 663 | 665 | 661 | 658 | 653 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

Table of Distances.

| Churulia | Gaurangdi | Panchra | Palasthali | Daltonganj Branch | | Chandrapura-Barka Kana Section | | | | | | | | C. I. C. Ry. | |
|----------|-----------|---------|------------|-------------------|----------------|--------------------------------|--------|--------|----------------|--------|-------------|------------|--------|------------------|--|
| | | | | Rajhara | Rajhara Siding | Chandrapura | Phusro | Bermo | Jarandh Siding | Gomia | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | |
| 401 | 408 | 418 | 431 | 242 | 244 | 339 | 346 | 350 | 353 | 359 | 373 | 367 | 337 | 362 | |
| 404 | 411 | 421 | 434 | 245 | 247 | 342 | 349 | 353 | 356 | 362 | 376 | 370 | 340 | 365 | |
| 409 | 416 | 426 | 439 | 250 | 252 | 347 | 354 | 358 | 361 | 367 | 381 | 375 | 345 | 370 | |
| 417 | 424 | 434 | 447 | 258 | 260 | 355 | 362 | 366 | 368 | 375 | 389 | 383 | 353 | 378 | |
| 422 | 429 | 439 | 452 | 263 | 265 | 360 | 367 | 371 | 373 | 380 | 394 | 388 | 358 | 383 | |
| 428 | 435 | 445 | 458 | 269 | 271 | 366 | 373 | 377 | 380 | 386 | 400 | 394 | 364 | 389 | |
| 434 | 441 | 451 | 464 | 275 | 277 | 372 | 379 | 383 | 385 | 392 | 406 | 400 | 370 | 395 | |
| 439 | 446 | 456 | 469 | 280 | 282 | 377 | 384 | 388 | 390 | 397 | 411 | 405 | 375 | 398 | |
| 441 | 448 | 458 | 471 | 282 | 284 | 379 | 386 | 390 | 393 | 399 | 413 | 407 | 377 | 402 | |
| 445 | 451 | 461 | 474 | 287 | 289 | 383 | 390 | 394 | 397 | 403 | 417 | 411 | 381 | 406 | |
| 450 | 457 | 467 | 480 | 291 | 293 | 388 | 395 | 399 | 401 | 408 | 422 | 416 | 386 | 411 | |
| 454 | 461 | 471 | 484 | 295 | 297 | 392 | 399 | 403 | 406 | 412 | 426 | 420 | 390 | 415 | |
| 459 | 466 | 476 | 489 | 300 | 302 | 397 | 404 | 408 | 410 | 417 | 431 | 425 | 395 | 420 | |
| 464 | 471 | 481 | 494 | 305 | 307 | 402 | 409 | 413 | 416 | 422 | 436 | 430 | 400 | 425 | |
| 471 | 478 | 488 | 501 | 312 | 314 | 409 | 416 | 420 | 423 | 429 | 443 | 437 | 407 | 432 | |
| 475 | 482 | 492 | 505 | 316 | 318 | 413 | 420 | 424 | 427 | 433 | 447 | 441 | 411 | 436 | |
| 481 | 488 | 498 | 511 | 322 | 324 | 419 | 426 | 430 | 433 | 439 | 453 | 447 | 417 | 442 | |
| 486 | 493 | 503 | 516 | 327 | 329 | 424 | 431 | 435 | 437 | 444 | 458 | 452 | 422 | 447 | |
| 490 | 497 | 507 | 520 | 331 | 333 | 428 | 435 | 439 | 442 | 448 | 462 | 456 | 426 | 451 | |
| 498 | 505 | 515 | 528 | 339 | 341 | 436 | 443 | 447 | 450 | 456 | 470 | 464 | 434 | 459 | |
| 494 | 501 | 511 | 524 | 335 | 337 | 432 | 439 | 443 | 446 | 452 | 466 | 460 | 430 | 453 | |
| 505 | 512 | 522 | 535 | 346 | 348 | 443 | 450 | 454 | 457 | 463 | 477 | 471 | 441 | 466 | |
| 512 | 519 | 529 | 542 | 353 | 355 | 450 | 457 | 461 | 464 | 470 | 484 | 478 | 448 | 473 | |
| 517 | 524 | 534 | 547 | 358 | 360 | 455 | 462 | 466 | 469 | 475 | 489 | 483 | 453 | 478 | |
| 519 | 526 | 536 | 549 | 360 | 362 | 457 | 464 | 468 | 471 | 477 | 491 | 485 | 455 | 480 | |
| 520 | 527 | 537 | 550 | 361 | 363 | 458 | 465 | 469 | 472 | 478 | 492 | 486 | 456 | 481 | |
| 524 | 531 | 541 | 554 | 365 | 367 | 462 | 469 | 473 | 475 | 482 | 496 | 490 | 460 | 485 | |
| 531 | 538 | 548 | 561 | 372 | 374 | 469 | 476 | 480 | 482 | 489 | 503 | 497 | 467 | 492 | |
| 537 | 544 | 554 | 567 | 378 | 380 | 475 | 482 | 486 | 488 | 495 | 509 | 503 | 473 | 498 | |
| 544 | 551 | 561 | 574 | 385 | 387 | 482 | 489 | 493 | 496 | 502 | 516 | 510 | 480 | 505 | |
| 550 | 557 | 567 | 580 | 391 | 393 | 488 | 495 | 499 | 501 | 508 | 522 | 516 | 486 | 511 | |
| 556 | 563 | 573 | 586 | 397 | 399 | 494 | 501 | 505 | 507 | 514 | 528 | 522 | 492 | 517 | |
| 563 | 570 | 580 | 593 | 404 | 406 | 501 | 508 | 512 | 514 | 521 | 535 | 529 | 499 | 524 | |
| 568 | 575 | 585 | 598 | 409 | 411 | 506 | 513 | 517 | 520 | 526 | 540 | 534 | 504 | 529 | |
| 574 | 581 | 591 | 604 | 415 | 417 | 512 | 519 | 523 | 525 | 532 | 546 | 540 | 510 | 535 | |
| 579 | 586 | 596 | 609 | 420 | 422 | 517 | 524 | 528 | 530 | 537 | 551 | 545 | 515 | 540 | |
| 585 | 592 | 602 | 615 | 426 | 428 | 523 | 530 | 534 | 536 | 543 | 557 | 551 | 521 | 546 | |
| 591 | 598 | 608 | 621 | 432 | 434 | 529 | 536 | 540 | 542 | 549 | 563 | 557 | 527 | 552 | |
| 597 | 604 | 614 | 627 | 438 | 440 | 535 | 542 | 546 | 549 | 555 | 569 | 563 | 533 | 558 | |
| 604 | 611 | 621 | 634 | 445 | 447 | 542 | 549 | 553 | 555 | 562 | 576 | 570 | 540 | 565 | |
| 609 | 616 | 626 | 639 | 450 | 452 | 547 | 554 | 558 | 560 | 567 | 581 | 575 | 545 | 570 | |
| 614 | 621 | 631 | 644 | 455 | 457 | 552 | 559 | 563 | 565 | 572 | 586 | 580 | 550 | 575 | |
| 619 | 626 | 636 | 649 | 460 | 462 | 557 | 564 | 568 | 570 | 577 | 591 | 585 | 555 | 580 | |
| 626 | 633 | 643 | 656 | 467 | 469 | 564 | 571 | 575 | 577 | 584 | 598 | 592 | 562 | 587 | |
| 631 | 638 | 648 | 661 | 472 | 474 | 569 | 576 | 580 | 582 | 589 | 603 | 597 | 567 | 592 | |
| 638 | 645 | 655 | 668 | 479 | 481 | 576 | 583 | 587 | 589 | 596 | 610 | 604 | 574 | 599 | |
| 646 | 653 | 663 | 676 | 487 | 489 | 584 | 591 | 595 | 597 | 604 | 618 | 612 | 582 | 607 | |
| 655 | 662 | 672 | 685 | 496 | 498 | 593 | 600 | 604 | 606 | 613 | 627 | 621 | 591 | 616 | |
| 660 | 667 | 677 | 690 | 501 | 503 | 598 | 605 | 609 | 611 | 618 | 632 | 626 | 596 | 621 | |
| 668 | 675 | 685 | 698 | 509 | 511 | 606 | 613 | 617 | 619 | 626 | 640 | 634 | 604 | 629 | |

Table of Distances.

| Stations to | Jheriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Topoji | Singaran | Ikrah | Jamuria | Barabani |
|-------------------------------------------------------------------------------|---------|------------|------------|----------------|--------------|----------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur-baree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Shikohabad-Farukhabad Extension—(Concl'd.)— | | | | | | | | | | | | |
| Mainpuri Kacheri * ... | 619 | 624 | 623 | 676 | 676 | 679 | 670 | 664 | 666 | 662 | 659 | 654 |
| Bhongaon ... | 626 | 631 | 630 | 683 | 683 | 686 | 677 | 671 | 673 | 669 | 666 | 661 |
| Mota * ... | 632 | 637 | 636 | 689 | 689 | 692 | 683 | 677 | 679 | 675 | 672 | 667 |
| Nibkarori ... | 642 | 647 | 646 | 699 | 699 | 702 | 693 | 687 | 689 | 685 | 682 | 677 |
| Ugarpur * ... | 648 | 653 | 652 | 705 | 705 | 708 | 699 | 693 | 695 | 691 | 688 | 683 |
| Farukhabad Jn. (with B. B. & C. I. Ry.) & via. | 654 | 659 | 658 | 711 | 711 | 714 | 705 | 699 | 701 | 697 | 694 | 689 |
| Makkhanpur ... | 594 | 599 | 598 | 651 | 651 | 654 | 645 | 639 | 641 | 637 | 634 | 629 |
| Firozabad ... | 601 | 606 | 605 | 658 | 658 | 661 | 652 | 646 | 648 | 644 | 641 | 636 |
| Harangau ... | 605 | 610 | 609 | 662 | 662 | 665 | 656 | 650 | 652 | 648 | 645 | 640 |
| Tundla ... | 611 | 616 | 615 | 668 | 668 | 671 | 662 | 656 | 658 | 654 | 651 | 646 |
| Agra Branch— | | | | | | | | | | | | |
| Etmadpur ... | 613 | 618 | 617 | 670 | 670 | 673 | 664 | 658 | 660 | 656 | 653 | 648 |
| Kuberpur ... | 617 | 622 | 621 | 674 | 674 | 677 | 668 | 662 | 664 | 660 | 657 | 652 |
| Jumna Bridge & via Agra East Bank (with M. G. stations on B. B. & C. I. Ry.) | 624 | 629 | 628 | 681 | 681 | 684 | 675 | 669 | 671 | 667 | 664 | 659 |
| Belanganj ... | 626 | 631 | 630 | 683 | 683 | 686 | 677 | 671 | 673 | 669 | 666 | 661 |
| Agra Cantt. & via (with G. I. P. Ry. and B. G. stations on B. B. & C. I. Ry.) | 630 | 635 | 634 | 687 | 687 | 690 | 681 | 675 | 677 | 673 | 670 | 665 |
| Idgah (Agra) § ... | 631 | 636 | 635 | 688 | 688 | 691 | 682 | 676 | 678 | 674 | 671 | 666 |
| Barhan ... | 620 | 625 | 624 | 677 | 677 | 680 | 671 | 665 | 667 | 663 | 660 | 655 |
| Chamrola* ... | 624 | 629 | 628 | 681 | 681 | 684 | 675 | 669 | 671 | 667 | 664 | 659 |
| Jalesar Road ... | 628 | 633 | 632 | 685 | 685 | 688 | 679 | 673 | 675 | 671 | 668 | 663 |
| Pora* ... | 634 | 639 | 638 | 691 | 691 | 694 | 685 | 679 | 681 | 677 | 674 | 669 |
| Hathras Junc. (with B. B. & C. I. Ry.) & via. | 640 | 645 | 644 | 697 | 697 | 700 | 691 | 685 | 687 | 683 | 680 | 675 |
| Hathras Kilah ... | 646 | 651 | 650 | 703 | 703 | 706 | 697 | 691 | 693 | 689 | 686 | 681 |
| Sasni ... | 646 | 651 | 650 | 703 | 703 | 706 | 697 | 691 | 693 | 689 | 686 | 681 |
| Madrak ... | 651 | 656 | 655 | 708 | 708 | 711 | 702 | 696 | 698 | 694 | 691 | 686 |
| Daud Khan* ... | 655 | 660 | 659 | 712 | 712 | 715 | 706 | 700 | 702 | 698 | 695 | 690 |
| Aligarh Jn. ... | 659 | 664 | 663 | 716 | 716 | 719 | 710 | 704 | 706 | 702 | 699 | 694 |
| Mehrawal ... | 663 | 668 | 667 | 720 | 720 | 723 | 714 | 708 | 710 | 706 | 703 | 698 |
| Kulwa* ... | 667 | 672 | 671 | 724 | 724 | 727 | 718 | 712 | 714 | 710 | 707 | 702 |
| Somna ... | 673 | 678 | 677 | 730 | 730 | 733 | 724 | 718 | 720 | 716 | 713 | 708 |
| Damar* ... | 679 | 684 | 683 | 736 | 736 | 739 | 730 | 724 | 726 | 722 | 719 | 714 |
| Khurja Jn. ... | 686 | 691 | 690 | 743 | 743 | 746 | 737 | 731 | 733 | 729 | 726 | 721 |
| Khurja-Hapur Section— | | | | | | | | | | | | |
| Khurja City ... | 690 | 695 | 694 | 747 | 747 | 750 | 741 | 735 | 737 | 733 | 730 | 725 |
| Maman* ... | 696 | 701 | 700 | 753 | 753 | 756 | 747 | 741 | 743 | 739 | 736 | 731 |
| Bulandshahr ... | 700 | 705 | 704 | 757 | 757 | 760 | 751 | 745 | 747 | 743 | 740 | 835 |
| Baral* ... | 708 | 713 | 712 | 765 | 765 | 768 | 759 | 753 | 755 | 751 | 748 | 743 |
| Gulaothi ... | 713 | 718 | 717 | 770 | 770 | 773 | 764 | 758 | 760 | 756 | 753 | 748 |
| Hafizpur* ... | 720 | 725 | 724 | 777 | 777 | 780 | 771 | 765 | 767 | 763 | 760 | 755 |
| Hapur Jn. ... | 719 | 724 | 723 | 776 | 776 | 779 | 770 | 764 | 766 | 762 | 759 | 754 |
| Sikandarpur ... | 690 | 695 | 694 | 747 | 747 | 750 | 741 | 735 | 737 | 733 | 730 | 725 |
| Chola ... | 695 | 700 | 699 | 752 | 752 | 755 | 746 | 740 | 742 | 738 | 735 | 730 |
| Wair* ... | 698 | 703 | 702 | 755 | 755 | 758 | 749 | 743 | 745 | 741 | 738 | 733 |
| Dankaur ... | 704 | 709 | 708 | 761 | 761 | 764 | 755 | 749 | 751 | 747 | 744 | 739 |
| Ajaibpur ... | 709 | 714 | 713 | 766 | 766 | 769 | 760 | 754 | 756 | 752 | 749 | 744 |
| Dadri ... | 715 | 720 | 719 | 772 | 772 | 775 | 766 | 760 | 762 | 758 | 755 | 750 |
| Maripat* ... | 719 | 724 | 723 | 776 | 776 | 779 | 770 | 764 | 766 | 762 | 759 | 754 |
| Ghaziabad Jn. (with N.-W Ry.) and via. | 725 | 730 | 729 | 782 | 782 | 785 | 776 | 770 | 772 | 768 | 765 | 760 |
| Delhi† ... | 738 | 743 | 742 | 795 | 795 | 798 | 789 | 783 | 785 | 781 | 778 | 773 |

* Not yet open for Coal, Coke and Patent Fuel in full wagon loads.

§ Open for B. B. & C. I. Ry. Loco. Coal only.

† Coal, Coke and Patent Fuel for the Public cannot be booked to Delhi station itself.

C. I. C. Ry.

[illegible]

Table of Distances.

| Stations to | Jherriah | Pathardihl | Katragarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|-------------------------------------|----------|------------|-----------|----------------|------------------|-------------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhur- baree | Domohani No. 2 | | | | | | |
| Main Line— | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Kashi ... | 261 | 266 | 265 | 318 | 318 | 321 | 312 | 306 | 308 | 304 | 301 | 296 |
| Benares Cantt. and via ... | 265 | 270 | 269 | 322 | 322 | 325 | 316 | 310 | 312 | 308 | 305 | 300 |
| Lohta ... | 268 | 273 | 272 | 325 | 325 | 328 | 319 | 313 | 315 | 311 | 308 | 303 |
| Chaukhandi ... | 275 | 280 | 279 | 332 | 332 | 335 | 326 | 320 | 322 | 318 | 315 | 310 |
| Kapsethi ... | 282 | 287 | 286 | 339 | 339 | 342 | 333 | 327 | 329 | 325 | 322 | 317 |
| Parsipur ... | 287 | 292 | 291 | 344 | 344 | 347 | 338 | 332 | 334 | 330 | 327 | 322 |
| Bhadohi ... | 292 | 297 | 296 | 349 | 349 | 352 | 343 | 337 | 339 | 335 | 332 | 327 |
| Mondh ... | 297 | 302 | 301 | 354 | 354 | 357 | 348 | 342 | 344 | 340 | 337 | 332 |
| Suriawan ... | 302 | 307 | 306 | 359 | 359 | 362 | 353 | 347 | 349 | 345 | 342 | 337 |
| Sarai Kansrai ... | 308 | 313 | 312 | 365 | 365 | 368 | 359 | 353 | 355 | 351 | 348 | 343 |
| Janghai ... | 311 | 316 | 315 | 368 | 368 | 371 | 362 | 356 | 358 | 354 | 351 | 346 |
| Nibhapur ... | 317 | 322 | 321 | 374 | 374 | 377 | 368 | 362 | 364 | 360 | 357 | 352 |
| Badshahpur ... | 322 | 327 | 326 | 379 | 379 | 382 | 373 | 367 | 369 | 365 | 362 | 357 |
| Suwansa ... | 326 | 331 | 330 | 383 | 383 | 386 | 377 | 371 | 373 | 369 | 366 | 361 |
| Gaura ... | 329 | 334 | 333 | 386 | 386 | 389 | 380 | 374 | 376 | 372 | 369 | 364 |
| Dandupur ... | 336 | 341 | 340 | 393 | 393 | 396 | 387 | 381 | 383 | 379 | 376 | 371 |
| Pirthinganj † | 340 | 345 | 344 | 397 | 397 | 400 | 391 | 385 | 387 | 383 | 380 | 375 |
| Partabgarh (Oudh) ... | 344 | 349 | 348 | 401 | 401 | 404 | 395 | 389 | 391 | 387 | 384 | 379 |
| Allahabad-Fyzabad Sec- | | | | | | | | | | | | |
| tion— | | | | | | | | | | | | |
| Prayag ... | 344 | 349 | 348 | 401 | 401 | 404 | 395 | 389 | 391 | 387 | 384 | 379 |
| Phaphamau Jn. ... | 340 | 345 | 344 | 397 | 397 | 400 | 391 | 385 | 387 | 383 | 380 | 375 |
| Siwait ... | 344 | 349 | 348 | 401 | 401 | 404 | 395 | 389 | 391 | 387 | 384 | 379 |
| Mau Aima ... | 353 | 358 | 357 | 410 | 410 | 413 | 404 | 398 | 400 | 396 | 393 | 388 |
| Bishnathganj ... | 353 | 358 | 357 | 410 | 410 | 413 | 404 | 398 | 400 | 396 | 393 | 388 |
| Bhupia Mau ‡ | 348 | 353 | 352 | 405 | 405 | 408 | 399 | 393 | 395 | 391 | 388 | 383 |
| Kohndaur ... | 354 | 359 | 358 | 411 | 411 | 414 | 405 | 399 | 401 | 397 | 394 | 389 |
| Piparpur ... | 361 | 366 | 365 | 418 | 418 | 421 | 412 | 406 | 408 | 404 | 401 | 396 |
| Sultanpur ... | 355 | 360 | 359 | 412 | 412 | 415 | 406 | 400 | 402 | 398 | 395 | 390 |
| Dwarkaganj ... | 360 | 365 | 364 | 417 | 417 | 420 | 411 | 405 | 407 | 403 | 400 | 395 |
| Kurebhar ... | 366 | 371 | 370 | 423 | 423 | 426 | 417 | 411 | 413 | 409 | 406 | 401 |
| Khajurhat ... | 374 | 379 | 378 | 431 | 431 | 434 | 425 | 419 | 421 | 417 | 414 | 409 |
| Malethu Kanak† | 379 | 384 | 383 | 436 | 436 | 439 | 430 | 424 | 426 | 422 | 419 | 414 |
| Bharatkund ... | 381 | 386 | 385 | 438 | 438 | 441 | 432 | 426 | 428 | 424 | 421 | 416 |
| Masodha † | 386 | 391 | 390 | 448 | 448 | 451 | 442 | 431 | 438 | 429 | 426 | 421 |
| Phaphamau-Zafarabad Sec- | | | | | | | | | | | | |
| tion— | | | | | | | | | | | | |
| Tharwai ... | 337 | 342 | 341 | 394 | 394 | 397 | 388 | 382 | 384 | 380 | 377 | 372 |
| Serai Chandi ... | 333 | 338 | 337 | 390 | 390 | 393 | 384 | 378 | 380 | 376 | 373 | 368 |
| Phulpur ... | 326 | 331 | 330 | 383 | 383 | 386 | 377 | 371 | 373 | 369 | 366 | 361 |
| Bibipur ... | 320 | 325 | 324 | 377 | 377 | 380 | 371 | 365 | 367 | 363 | 360 | 355 |
| Barya Ram * | 317 | 322 | 321 | 374 | 374 | 377 | 368 | 362 | 364 | 360 | 357 | 352 |
| Jarauna ... | 317 | 322 | 321 | 374 | 374 | 377 | 368 | 362 | 364 | 360 | 357 | 352 |
| Barsathi * | 316 | 321 | 320 | 373 | 373 | 376 | 367 | 361 | 363 | 359 | 356 | 351 |
| Bhannaur ... | 313 | 318 | 317 | 370 | 370 | 373 | 364 | 358 | 360 | 356 | 353 | 348 |
| Mariahu ... | 308 | 313 | 312 | 365 | 365 | 368 | 359 | 353 | 355 | 351 | 348 | 343 |
| Salkhapur ‡ | 301 | 306 | 305 | 358 | 358 | 361 | 352 | 346 | 348 | 344 | 341 | 336 |
| Main Line— | | | | | | | | | | | | |
| Chilbila ... | 347 | 352 | 351 | 404 | 404 | 407 | 398 | 392 | 394 | 390 | 387 | 347 |
| Jagesharganj ... | 352 | 357 | 356 | 409 | 409 | 412 | 403 | 397 | 399 | 395 | 392 | 387 |
| Antu ... | 357 | 362 | 361 | 414 | 414 | 417 | 408 | 402 | 404 | 400 | 397 | 392 |

* Not open for Coal in wagon loads.

† Open for goods up to 50 maunds per consignment.

‡ Open for goods up to 81 maunds per day.

Table of Distances

| Churulia | Gaurangdi | Panchra | Palasthali | Rajhara | Rajhara Siding | Chandrapura-Barka Kana Section | | | | | | | | | C. I. C. Ry. |
|----------|-----------|---------|------------|---------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|----------------|--------|------------------|--------------|
| | | | | | | Chandrapura Jn. | Phusro | Bermo | Jarandih Siding | Gomla | Ranchi Road | Barka Kana Jn. | Ray | Bhurkunda Siding | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 311 | 318 | 328 | 341 | 152 | 154 | 249 | 256 | 260 | 263 | 269 | 283 | 277 | 247 | 272 | |
| 315 | 322 | 332 | 345 | 156 | 158 | 253 | 260 | 264 | 267 | 273 | 287 | 281 | 251 | 276 | |
| 318 | 325 | 335 | 348 | 159 | 161 | 256 | 263 | 267 | 270 | 276 | 290 | 284 | 254 | 279 | |
| 325 | 332 | 342 | 355 | 166 | 168 | 263 | 270 | 274 | 276 | 283 | 297 | 291 | 261 | 286 | |
| 332 | 339 | 349 | 362 | 173 | 175 | 270 | 277 | 281 | 284 | 290 | 304 | 298 | 268 | 293 | |
| 337 | 344 | 354 | 367 | 178 | 180 | 275 | 282 | 286 | 289 | 295 | 309 | 303 | 273 | 298 | |
| 342 | 349 | 359 | 372 | 183 | 185 | 280 | 287 | 291 | 294 | 300 | 314 | 308 | 278 | 303 | |
| 347 | 354 | 364 | 377 | 188 | 190 | 285 | 292 | 296 | 299 | 305 | 319 | 313 | 283 | 308 | |
| 352 | 359 | 369 | 382 | 193 | 195 | 290 | 297 | 301 | 304 | 310 | 324 | 318 | 288 | 313 | |
| 358 | 365 | 375 | 388 | 199 | 201 | 296 | 303 | 307 | 310 | 316 | 330 | 324 | 294 | 319 | |
| 361 | 368 | 378 | 391 | 202 | 204 | 299 | 306 | 310 | 313 | 319 | 333 | 327 | 297 | 322 | |
| 367 | 374 | 384 | 397 | 208 | 210 | 305 | 312 | 316 | 319 | 325 | 339 | 333 | 303 | 328 | |
| 372 | 379 | 389 | 402 | 213 | 215 | 310 | 317 | 321 | 323 | 330 | 344 | 338 | 308 | 333 | |
| 376 | 383 | 393 | 406 | 217 | 219 | 314 | 321 | 325 | 328 | 334 | 348 | 342 | 312 | 337 | |
| 379 | 386 | 396 | 409 | 220 | 222 | 317 | 324 | 328 | 331 | 337 | 351 | 345 | 315 | 340 | |
| 386 | 393 | 403 | 416 | 227 | 229 | 324 | 331 | 335 | 337 | 344 | 358 | 352 | 322 | 347 | |
| 390 | 397 | 407 | 420 | 231 | 233 | 328 | 335 | 339 | 342 | 348 | 362 | 356 | 326 | 351 | |
| 394 | 401 | 411 | 424 | 235 | 237 | 332 | 339 | 343 | 346 | 352 | 366 | 360 | 330 | 355 | |
| 394 | 401 | 411 | 424 | 235 | 237 | 332 | 339 | 343 | 346 | 352 | 366 | 360 | 330 | 355 | |
| 403 | 410 | 420 | 433 | 244 | 246 | 341 | 348 | 352 | 354 | 361 | 375 | 369 | 339 | 364 | |
| 403 | 410 | 420 | 433 | 244 | 246 | 341 | 348 | 352 | 355 | 361 | 375 | 369 | 339 | 364 | |
| 408 | 405 | 415 | 428 | 239 | 241 | 336 | 343 | 347 | 349 | 356 | 370 | 364 | 334 | 359 | |
| 404 | 411 | 421 | 434 | 245 | 247 | 342 | 349 | 353 | 356 | 362 | 376 | 360 | 340 | 365 | |
| 411 | 418 | 428 | 441 | 252 | 254 | 349 | 356 | 354 | 363 | 369 | 383 | 377 | 341 | 372 | |
| 405 | 412 | 422 | 435 | 246 | 248 | 357 | 364 | 359 | 357 | 377 | 377 | 385 | 346 | 366 | |
| 410 | 417 | 427 | 440 | 251 | 253 | 363 | 370 | 365 | 362 | 383 | 382 | 391 | 350 | 371 | |
| 416 | 423 | 433 | 446 | 257 | 259 | 368 | 375 | 373 | 368 | 388 | 388 | 396 | 360 | 377 | |
| 424 | 431 | 441 | 454 | 265 | 267 | 376 | 383 | 378 | 376 | 396 | 396 | 404 | 365 | 385 | |
| 429 | 436 | 446 | 459 | 270 | 272 | 382 | 389 | 380 | 381 | 402 | 401 | 410 | 367 | 390 | |
| 431 | 438 | 448 | 461 | 272 | 274 | 384 | 391 | 385 | 383 | 404 | 403 | 412 | 372 | 392 | |
| 436 | 443 | 453 | 471 | 282 | 284 | 379 | 386 | 390 | 393 | 399 | 413 | 407 | 377 | 402 | |
| 387 | 394 | 404 | 417 | 228 | 230 | 325 | 332 | 336 | 339 | 345 | 359 | 353 | 323 | 348 | |
| 383 | 390 | 400 | 413 | 224 | 226 | 321 | 328 | 332 | 335 | 341 | 355 | 349 | 319 | 344 | |
| 376 | 383 | 393 | 406 | 217 | 219 | 314 | 321 | 325 | 328 | 334 | 348 | 342 | 312 | 337 | |
| 370 | 377 | 387 | 400 | 211 | 213 | 308 | 315 | 319 | 322 | 328 | 342 | 336 | 306 | 331 | |
| 367 | 374 | 384 | 397 | 208 | 210 | 305 | 312 | 316 | 318 | 325 | 339 | 333 | 303 | 328 | |
| 367 | 374 | 384 | 397 | 208 | 210 | 305 | 312 | 316 | 319 | 325 | 339 | 333 | 303 | 328 | |
| 366 | 373 | 383 | 396 | 207 | 209 | 304 | 311 | 315 | 318 | 324 | 338 | 332 | 302 | 327 | |
| 363 | 370 | 380 | 393 | 204 | 206 | 301 | 308 | 312 | 314 | 321 | 335 | 329 | 299 | 324 | |
| 358 | 365 | 375 | 388 | 199 | 201 | 296 | 303 | 307 | 310 | 316 | 330 | 324 | 294 | 319 | |
| 351 | 358 | 368 | 381 | 192 | 194 | 289 | 296 | 300 | 303 | 309 | 323 | 317 | 287 | 312 | |
| 397 | 404 | 414 | 427 | 238 | 240 | 335 | 342 | 346 | 349 | 355 | 369 | 363 | 333 | 358 | |
| 402 | 409 | 419 | 432 | 243 | 245 | 340 | 347 | 351 | 354 | 360 | 374 | 368 | 338 | 363 | |
| 407 | 414 | 424 | 437 | 248 | 250 | 345 | 352 | 356 | 359 | 365 | 379 | 373 | 343 | 368 | |

Table of Distances.

| Stations to | Jheriah | Pathardhi | Katragarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|-------------------------------------------------------------|---------|-----------|-----------|----------------|-------------|----------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhurbaree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Main Line— | | | | | | | | | | | | |
| Amethi ... | 366 | 371 | 370 | 423 | 423 | 426 | 417 | 411 | 413 | 409 | 406 | 401 |
| Gauriganj ... | 374 | 379 | 378 | 431 | 431 | 434 | 425 | 419 | 421 | 417 | 414 | 409 |
| Bani ... | 380 | 385 | 384 | 437 | 437 | 440 | 431 | 425 | 427 | 423 | 420 | 415 |
| Jais ... | 386 | 391 | 390 | 443 | 443 | 446 | 437 | 431 | 433 | 429 | 426 | 421 |
| Fursatganj ... | 392 | 397 | 396 | 449 | 449 | 452 | 443 | 437 | 439 | 435 | 432 | 427 |
| Rupamau ... | 398 | 403 | 402 | 455 | 455 | 458 | 449 | 443 | 445 | 441 | 438 | 433 |
| Rai-Bareli Jn. | 404 | 409 | 408 | 461 | 461 | 464 | 455 | 449 | 451 | 447 | 444 | 439 |
| Gangaganj... | 408 | 413 | 412 | 465 | 465 | 468 | 459 | 453 | 455 | 451 | 448 | 443 |
| Harchandpur ... | 413 | 418 | 417 | 470 | 470 | 473 | 464 | 458 | 460 | 456 | 453 | 448 |
| Kundanganj ... | 417 | 422 | 421 | 474 | 474 | 477 | 468 | 462 | 464 | 460 | 457 | 452 |
| Bachhrawan ... | 423 | 428 | 427 | 480 | 480 | 483 | 474 | 468 | 470 | 466 | 463 | 458 |
| Nigohan ... | 430 | 435 | 434 | 487 | 487 | 490 | 481 | 475 | 477 | 473 | 470 | 465 |
| Mohonlalganj ... | 439 | 444 | 443 | 496 | 496 | 499 | 490 | 484 | 486 | 482 | 479 | 474 |
| Utraitia ... | 434 | 439 | 438 | 491 | 491 | 494 | 485 | 479 | 481 | 477 | 474 | 469 |
| Lucknow Jn. and via (with R. & K. and B. & N.W. Rys.) | 452 | 457 | 456 | 509 | 509 | 512 | 503 | 497 | 499 | 495 | 492 | 487 |
| Lucknow (Alambagh) ¶ | 452 | 457 | 456 | 509 | 509 | 512 | 503 | 497 | 499 | 495 | 492 | 487 |
| Lucknow (FatehAli) ¶ | 452 | 457 | 456 | 509 | 509 | 512 | 503 | 497 | 499 | 495 | 492 | 487 |
| Zafarabad Sultanpur | | | | | | | | | | | | |
| Section— | | | | | | | | | | | | |
| Jaunpur Kutchery ... | 300 | 305 | 304 | 357 | 357 | 360 | 351 | 345 | 347 | 343 | 340 | 335 |
| Baksha ... | 309 | 314 | 313 | 366 | 366 | 369 | 360 | 354 | 356 | 352 | 349 | 344 |
| Srikrishnanagar ... | 319 | 324 | 323 | 376 | 376 | 379 | 370 | 364 | 366 | 362 | 359 | 354 |
| Harpalganj ... | 324 | 329 | 328 | 381 | 381 | 384 | 375 | 369 | 371 | 367 | 364 | 359 |
| Keoripur ... | 330 | 335 | 334 | 387 | 387 | 390 | 381 | 375 | 377 | 373 | 370 | 365 |
| Lambhua ... | 341 | 346 | 345 | 398 | 398 | 401 | 392 | 386 | 388 | 384 | 381 | 376 |
| Haidergarh-Sultanpur Sec- | | | | | | | | | | | | |
| tion— | | | | | | | | | | | | |
| Manyari ... | 368 | 373 | 372 | 427 | 427 | 430 | 419 | 413 | 415 | 411 | 408 | 403 |
| Musafirkhana ... | 374 | 379 | 378 | 431 | 431 | 434 | 425 | 419 | 421 | 417 | 414 | 409 |
| Nihalgarh ... | 386 | 391 | 390 | 443 | 443 | 446 | 437 | 431 | 433 | 429 | 426 | 421 |
| Inhauna ... | 395 | 400 | 399 | 452 | 452 | 455 | 446 | 440 | 442 | 438 | 435 | 430 |
| Utraitia-Haidergarh Sec- | | | | | | | | | | | | |
| tion— | | | | | | | | | | | | |
| Haidergarh ... | 406 | 411 | 410 | 463 | 463 | 466 | 457 | 451 | 453 | 449 | 446 | 441 |
| Bhilwal ... | 416 | 421 | 420 | 473 | 473 | 476 | 467 | 461 | 463 | 459 | 456 | 451 |
| Rahmatnagar ... | 422 | 427 | 426 | 479 | 479 | 482 | 473 | 467 | 469 | 465 | 462 | 457 |
| Anupganj ... | 425 | 430 | 429 | 482 | 482 | 485 | 476 | 470 | 472 | 468 | 465 | 460 |
| Loop Line— | | | | | | | | | | | | |
| Shiupur, ... | 268 | 273 | 272 | 325 | 325 | 328 | 319 | 313 | 315 | 311 | 308 | 303 |
| Babatpur ... | 276 | 281 | 280 | 333 | 333 | 336 | 327 | 321 | 323 | 319 | 316 | 311 |
| Khalispur ... | 283 | 288 | 287 | 340 | 340 | 343 | 334 | 328 | 330 | 326 | 323 | 318 |
| Jalalganj ... | 290 | 295 | 294 | 347 | 347 | 350 | 341 | 335 | 337 | 333 | 330 | 325 |
| Sarkoni ... | 293 | 298 | 297 | 350 | 350 | 353 | 344 | 338 | 340 | 336 | 333 | 328 |
| Zafarabad Jn. | 297 | 302 | 301 | 354 | 354 | 357 | 348 | 342 | 344 | 340 | 337 | 332 |
| Jaunpur Jn. and via (with B. & N.W. Ry.) | 301 | 306 | 305 | 358 | 358 | 361 | 352 | 346 | 348 | 344 | 341 | 336 |
| Mihrawan ... | 308 | 313 | 312 | 365 | 365 | 368 | 359 | 353 | 355 | 351 | 348 | 343 |
| Kheta Sarai ... | 315 | 320 | 319 | 372 | 372 | 375 | 366 | 360 | 362 | 358 | 355 | 350 |
| Shahganj Jn. and via (with B. & N.W. Ry.) | 321 | 326 | 325 | 378 | 378 | 381 | 372 | 366 | 368 | 364 | 361 | 356 |
| Bilwal ... | 328 | 333 | 332 | 385 | 385 | 388 | 379 | 373 | 375 | 371 | 368 | 363 |

¶ Open only for Railway materials and stores.

Table of Distances.

| Churulla | Gaurangdi | Panchra | Palasthali | Rajhara | Rajhara Siding | Chandrapura-Barka Kana Section | | | | | | | | | C. I. C. Ry. |
|----------|-----------|---------|------------|---------|----------------|--------------------------------|--------|--------|-------------------|--------|----------------|---------------|--------|---------------------|--------------|
| | | | | | | Chandra- pura | Phusro | Bermo | Jaragdh Siding | Gomia | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 416 | 423 | 433 | 446 | 257 | 259 | 354 | 361 | 365 | 368 | 374 | 388 | 382 | 352 | 377 | |
| 424 | 431 | 441 | 454 | 265 | 267 | 362 | 369 | 373 | 376 | 382 | 396 | 390 | 360 | 385 | |
| 430 | 437 | 447 | 460 | 271 | 273 | 368 | 375 | 379 | 381 | 388 | 402 | 396 | 366 | 391 | |
| 436 | 443 | 453 | 466 | 277 | 279 | 374 | 381 | 385 | 387 | 394 | 408 | 402 | 372 | 397 | |
| 442 | 449 | 459 | 472 | 283 | 285 | 380 | 387 | 391 | 394 | 400 | 414 | 408 | 378 | 403 | |
| 448 | 455 | 465 | 478 | 289 | 291 | 386 | 393 | 397 | 400 | 406 | 420 | 414 | 384 | 409 | |
| 454 | 461 | 471 | 484 | 295 | 297 | 392 | 399 | 403 | 405 | 412 | 426 | 420 | 390 | 415 | |
| 458 | 465 | 475 | 488 | 299 | 301 | 396 | 403 | 407 | 410 | 416 | 430 | 424 | 394 | 419 | |
| | | | | | | | | | | | | | | | |
| 463 | 470 | 480 | 493 | 304 | 306 | 401 | 408 | 412 | 415 | 421 | 435 | 429 | 399 | 424 | |
| 467 | 474 | 484 | 497 | 308 | 310 | 405 | 412 | 416 | 418 | 425 | 439 | 433 | 403 | 428 | |
| 473 | 480 | 490 | 503 | 314 | 316 | 411 | 418 | 422 | 424 | 431 | 445 | 439 | 409 | 434 | |
| 480 | 487 | 497 | 510 | 321 | 323 | 418 | 425 | 429 | 432 | 438 | 452 | 446 | 416 | 441 | |
| 489 | 496 | 506 | 519 | 330 | 332 | 427 | 434 | 438 | 441 | 447 | 461 | 455 | 425 | 450 | |
| 484 | 491 | 501 | 514 | 325 | 327 | 432 | 439 | 433 | 436 | 452 | 456 | 460 | 420 | 445 | |
| 502 | 509 | 519 | 532 | 343 | 345 | 440 | 447 | 451 | 454 | 460 | 474 | 468 | 438 | 463 | |
| | | | | | | | | | | | | | | | |
| 502 | 509 | 519 | 532 | 343 | 345 | 440 | 447 | 451 | 454 | 460 | 474 | 468 | 438 | 463 | |
| | | | | | | | | | | | | | | | |
| 350 | 357 | 367 | 380 | 191 | 193 | 288 | 295 | 299 | 301 | 308 | 322 | 316 | 286 | 311 | |
| 359 | 366 | 376 | 389 | 200 | 202 | 297 | 304 | 308 | 311 | 317 | 331 | 325 | 295 | 320 | |
| 369 | 376 | 386 | 399 | 210 | 212 | 307 | 314 | 318 | 321 | 327 | 341 | 335 | 305 | 330 | |
| | | | | | | | | | | | | | | | |
| 374 | 381 | 391 | 404 | 215 | 217 | 312 | 319 | 323 | 326 | 332 | 346 | 340 | 310 | 335 | |
| 380 | 387 | 397 | 410 | 221 | 223 | 318 | 325 | 329 | 332 | 338 | 352 | 346 | 316 | 341 | |
| 391 | 398 | 408 | 421 | 232 | 234 | 329 | 336 | 340 | 343 | 349 | 363 | 357 | 327 | 352 | |
| | | | | | | | | | | | | | | | |
| 418 | 425 | 435 | 463 | 259 | 261 | 371 | 378 | 367 | 370 | 391 | 390 | 399 | 354 | 379 | |
| 424 | 431 | 441 | 449 | 265 | 267 | 377 | 384 | 373 | 376 | 397 | 396 | 405 | 360 | 385 | |
| 436 | 443 | 453 | 481 | 277 | 279 | 389 | 396 | 385 | 388 | 409 | 408 | 417 | 372 | 397 | |
| 445 | 452 | 462 | 490 | 286 | 288 | 398 | 405 | 394 | 397 | 418 | 417 | 426 | 381 | 406 | |
| | | | | | | | | | | | | | | | |
| 456 | 463 | 473 | 486 | 297 | 299 | 409 | 416 | 405 | 408 | 429 | 428 | 437 | 392 | 417 | |
| 466 | 473 | 483 | 496 | 307 | 309 | 419 | 426 | 415 | 418 | 439 | 438 | 447 | 402 | 427 | |
| 472 | 479 | 489 | 502 | 313 | 315 | 424 | 431 | 421 | 424 | 444 | 444 | 452 | 408 | 433 | |
| 475 | 482 | 492 | 505 | 316 | 318 | 428 | 435 | 424 | 427 | 448 | 447 | 456 | 411 | 436 | |
| | | | | | | | | | | | | | | | |
| 318 | 325 | 335 | 348 | 159 | 161 | 256 | 263 | 267 | 270 | 276 | 290 | 284 | 254 | 279 | |
| 326 | 333 | 343 | 356 | 167 | 169 | 264 | 271 | 275 | 278 | 284 | 298 | 292 | 262 | 287 | |
| 333 | 340 | 350 | 363 | 174 | 176 | 271 | 278 | 282 | 284 | 291 | 305 | 299 | 269 | 294 | |
| 340 | 347 | 357 | 370 | 181 | 183 | 278 | 285 | 289 | 291 | 298 | 312 | 306 | 276 | 301 | |
| 343 | 350 | 360 | 373 | 184 | 186 | 281 | 288 | 292 | 295 | 301 | 315 | 309 | 279 | 304 | |
| 347 | 354 | 364 | 377 | 188 | 190 | 285 | 292 | 296 | 298 | 305 | 319 | 313 | 283 | 308 | |
| 351 | 358 | 368 | 381 | 192 | 194 | 289 | 296 | 300 | 302 | 309 | 323 | 317 | 287 | 312 | |
| | | | | | | | | | | | | | | | |
| 358 | 365 | 375 | 388 | 199 | 201 | 296 | 303 | 307 | 310 | 316 | 330 | 324 | 294 | 319 | |
| 365 | 372 | 382 | 395 | 206 | 208 | 303 | 310 | 314 | 316 | 323 | 337 | 331 | 301 | 326 | |
| 371 | 378 | 388 | 401 | 212 | 214 | 309 | 316 | 320 | 323 | 329 | 343 | 337 | 307 | 332 | |
| | | | | | | | | | | | | | | | |
| 378 | 385 | 395 | 408 | 219 | 221 | 316 | 323 | 327 | 330 | 336 | 350 | 344 | 314 | 339 | |

Table of Distances.

| Stations to | | Jheriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaraq | Ikrah | Jamuria | Barabani |
|-----------------------------------------------|-----|---------|------------|------------|----------------|-------------|----------------|--------|--------|----------|--------|---------|----------|
| | | | | | Serampur | Kurhurbaree | Domohani No. 2 | | | | | | |
| Loop Line—Contd. | | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Malipur ... | ... | 337 | 342 | 341 | 394 | 394 | 397 | 388 | 382 | 384 | 380 | 377 | 372 |
| Jafarganj ... | ... | 343 | 348 | 347 | 400 | 400 | 403 | 394 | 388 | 390 | 386 | 383 | 378 |
| Akbarpur Jn. ... | ... | 349 | 354 | 353 | 406 | 406 | 409 | 400 | 394 | 396 | 392 | 389 | 384 |
| Surapur ... | ... | 355 | 360 | 359 | 412 | 412 | 415 | 406 | 400 | 402 | 398 | 395 | 390 |
| Tanda ... | ... | 359 | 364 | 363 | 416 | 416 | 419 | 410 | 404 | 406 | 402 | 399 | 394 |
| Katahari ... | ... | 356 | 361 | 360 | 413 | 413 | 416 | 407 | 401 | 403 | 399 | 396 | 391 |
| Goshainganj ... | ... | 362 | 367 | 366 | 419 | 419 | 422 | 413 | 407 | 409 | 405 | 402 | 397 |
| Ulna Bhari ... | ... | 367 | 372 | 371 | 424 | 424 | 427 | 418 | 412 | 414 | 410 | 407 | 402 |
| Bilhar Ghat ... | ... | 373 | 378 | 377 | 430 | 430 | 433 | 424 | 418 | 420 | 416 | 413 | 408 |
| Darshannagar ... | ... | 379 | 384 | 383 | 436 | 436 | 439 | 430 | 424 | 426 | 422 | 419 | 414 |
| Ajodhya ... | ... | 382 | 387 | 386 | 439 | 439 | 442 | 433 | 427 | 429 | 425 | 422 | 417 |
| Fyzabad City ... | ... | 385 | 390 | 389 | 442 | 442 | 445 | 436 | 430 | 432 | 428 | 425 | 420 |
| Fyzabad Jn. ... | ... | 386 | 391 | 390 | 443 | 443 | 446 | 437 | 431 | 433 | 429 | 426 | 421 |
| Ajodhya Ghat and via ... | ... | 383 | 388 | 387 | 440 | 440 | 443 | 434 | 428 | 430 | 426 | 423 | 418 |
| Salarpur ... | ... | 392 | 397 | 396 | 449 | 449 | 452 | 443 | 437 | 439 | 435 | 432 | 427 |
| Sohwal ... | ... | 396 | 401 | 400 | 453 | 453 | 456 | 447 | 441 | 443 | 439 | 436 | 431 |
| Deorakot * ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Baragaon ... | ... | 404 | 409 | 408 | 461 | 461 | 464 | 455 | 449 | 451 | 447 | 444 | 439 |
| Rudauli ... | ... | 410 | 415 | 414 | 467 | 467 | 470 | 461 | 455 | 457 | 453 | 450 | 445 |
| Rauzagaon ‡ ... | ... | 413 | 418 | 417 | 470 | 470 | 473 | 464 | 458 | 460 | 456 | 453 | 448 |
| Patranga ... | ... | 419 | 424 | 423 | 476 | 476 | 479 | 470 | 464 | 466 | 462 | 459 | 454 |
| Daryabad ... | ... | 424 | 429 | 428 | 481 | 481 | 484 | 475 | 469 | 471 | 467 | 464 | 459 |
| Saidkhanpur ... | ... | 430 | 435 | 434 | 487 | 487 | 490 | 481 | 475 | 477 | 473 | 470 | 465 |
| Safdarganj ... | ... | 437 | 442 | 441 | 494 | 494 | 497 | 488 | 482 | 484 | 480 | 477 | 472 |
| Rasauli ... | ... | 443 | 448 | 447 | 500 | 500 | 503 | 494 | 488 | 490 | 486 | 483 | 478 |
| Barabanki Jn. and via (with B. & N.W. Ry.) | ... | 448 | 453 | 452 | 505 | 505 | 508 | 499 | 493 | 495 | 491 | 488 | 483 |
| Bahramghat Branch— | | | | | | | | | | | | | |
| Jahangirabad ... | ... | 453 | 458 | 457 | 510 | 510 | 513 | 504 | 498 | 500 | 496 | 493 | 488 |
| Bindaura ... | ... | 459 | 464 | 463 | 516 | 516 | 519 | 510 | 504 | 506 | 502 | 499 | 494 |
| Burhwal ... | ... | 465 | 470 | 469 | 522 | 522 | 525 | 516 | 510 | 512 | 508 | 505 | 500 |
| Mahadewa ... | ... | 468 | 473 | 472 | 525 | 525 | 528 | 519 | 513 | 515 | 511 | 508 | 503 |
| Bahramghat ... | ... | 470 | 475 | 474 | 527 | 527 | 530 | 521 | 515 | 517 | 513 | 510 | 505 |
| Loop Line— | | | | | | | | | | | | | |
| Jugaur ... | ... | 455 | 460 | 459 | 512 | 512 | 515 | 506 | 500 | 502 | 498 | 495 | 490 |
| Malhaur ... | ... | 458 | 463 | 462 | 515 | 515 | 518 | 509 | 503 | 505 | 501 | 498 | 493 |
| Unao-Phaphamau Section. | | | | | | | | | | | | | |
| Sarai Gopal* ... | ... | 344 | 349 | 348 | 401 | 401 | 404 | 395 | 389 | 391 | 387 | 384 | 379 |
| Atrampur ... | ... | 349 | 354 | 353 | 406 | 406 | 409 | 400 | 394 | 396 | 392 | 389 | 384 |
| Ramchaura Road ... | ... | 353 | 358 | 357 | 410 | 410 | 413 | 404 | 398 | 400 | 396 | 393 | 388 |
| Lalgopalganj ... | ... | 358 | 363 | 362 | 415 | 415 | 418 | 409 | 403 | 405 | 401 | 398 | 393 |
| Bhadri ... | ... | 362 | 367 | 366 | 419 | 419 | 422 | 413 | 407 | 409 | 405 | 402 | 397 |
| Harnamganj ... | ... | 367 | 372 | 371 | 424 | 424 | 427 | 418 | 412 | 414 | 410 | 407 | 402 |
| Gotni ... | ... | 374 | 379 | 378 | 431 | 431 | 434 | 425 | 419 | 421 | 417 | 414 | 409 |
| Pariawan ... | ... | 378 | 383 | 382 | 435 | 435 | 438 | 429 | 423 | 425 | 421 | 418 | 413 |

* Not open for Coal in full wagon loads.

‡ Open for goods up to 81 mds. per day.

Table of Distances.

| Churulla | Gaurangdi | Panchra | Palastah | Rajhara | Rajhara Siding | Chandrapura-Barka Kana Section | | | | | | | | C. I. C. Ry. |
|----------|-----------|---------|----------|---------|----------------|--------------------------------|--------|--------|---------------------|--------|----------------|---------------|--------|---------------------|
| | | | | | | Chandra- pura | Phusro | Bermo | Jarangdih Siding | Gomia | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 387 | 394 | 404 | 417 | 228 | 230 | 325 | 332 | 336 | 338 | 345 | 359 | 353 | 323 | 348 |
| 393 | 400 | 410 | 423 | 234 | 236 | 331 | 338 | 342 | 345 | 351 | 365 | 359 | 329 | 354 |
| 399 | 406 | 416 | 429 | 240 | 242 | 337 | 344 | 348 | 350 | 357 | 371 | 365 | 335 | 360 |
| 405 | 412 | 422 | 435 | 246 | 248 | 343 | 350 | 354 | 356 | 363 | 377 | 371 | 341 | 366 |
| 409 | 416 | 426 | 439 | 250 | 252 | 347 | 354 | 358 | 361 | 367 | 381 | 375 | 345 | 370 |
| 406 | 413 | 423 | 436 | 247 | 249 | 344 | 351 | 355 | 358 | 364 | 378 | 372 | 342 | 367 |
| 412 | 419 | 429 | 442 | 253 | 255 | 350 | 357 | 361 | 364 | 370 | 384 | 378 | 348 | 373 |
| 417 | 424 | 434 | 447 | 258 | 260 | 355 | 362 | 366 | 369 | 375 | 389 | 383 | 353 | 378 |
| 423 | 430 | 440 | 453 | 264 | 266 | 361 | 368 | 372 | 375 | 381 | 395 | 389 | 359 | 384 |
| 429 | 436 | 446 | 459 | 270 | 272 | 367 | 374 | 378 | 381 | 387 | 401 | 395 | 365 | 390 |
| 432 | 439 | 449 | 462 | 273 | 275 | 370 | 377 | 381 | 384 | 390 | 404 | 398 | 368 | 393 |
| 435 | 442 | 452 | 465 | 276 | 278 | 373 | 380 | 384 | 386 | 393 | 407 | 401 | 371 | 396 |
| 436 | 443 | 453 | 466 | 277 | 279 | 374 | 381 | 385 | 388 | 394 | 408 | 402 | 372 | 397 |
| 433 | 440 | 450 | 463 | 274 | 276 | 371 | 378 | 382 | ... | 391 | 405 | 399 | 369 | 394 |
| 442 | 449 | 459 | 472 | 283 | 285 | 380 | 387 | 391 | 393 | 400 | 414 | 408 | 378 | 403 |
| 446 | 453 | 463 | 476 | 287 | 289 | 384 | 391 | 395 | 398 | 404 | 418 | 412 | 382 | 407 |
| 454 | 461 | 471 | 484 | 295 | 297 | 392 | 399 | 403 | 406 | 412 | 426 | 420 | 390 | 415 |
| 460 | 467 | 477 | 490 | 301 | 303 | 398 | 405 | 409 | 412 | 418 | 432 | 426 | 396 | 421 |
| 463 | 470 | 480 | 493 | 304 | 306 | 401 | 408 | 412 | 415 | 421 | 435 | 429 | 399 | 424 |
| 469 | 476 | 486 | 499 | 310 | 312 | 407 | 414 | 418 | 421 | 427 | 441 | 435 | 405 | 430 |
| 474 | 481 | 491 | 504 | 315 | 317 | 412 | 419 | 423 | 426 | 432 | 446 | 440 | 410 | 435 |
| 480 | 487 | 497 | 510 | 321 | 323 | 418 | 425 | 429 | 432 | 438 | 452 | 446 | 416 | 441 |
| 487 | 494 | 504 | 517 | 328 | 330 | 425 | 432 | 436 | 438 | 445 | 459 | 453 | 423 | 448 |
| 493 | 500 | 510 | 523 | 334 | 336 | 431 | 438 | 442 | 445 | 451 | 465 | 459 | 429 | 454 |
| 498 | 505 | 515 | 528 | 339 | 341 | 436 | 443 | 447 | 450 | 456 | 470 | 464 | 434 | 459 |
| 503 | 510 | 520 | 533 | 344 | 346 | 441 | 448 | 452 | 455 | 461 | 475 | 469 | 439 | 464 |
| 509 | 516 | 526 | 539 | 350 | 352 | 447 | 454 | 458 | 461 | 467 | 481 | 475 | 445 | 470 |
| 515 | 522 | 532 | 545 | 356 | 358 | 453 | 460 | 464 | 467 | 473 | 487 | 481 | 451 | 476 |
| 518 | 525 | 535 | 548 | 359 | 361 | 456 | 463 | 467 | 470 | 476 | 490 | 484 | 454 | 479 |
| 520 | 527 | 537 | 550 | 361 | 363 | 458 | 465 | 469 | 471 | 478 | 492 | 486 | 456 | 481 |
| 505 | 512 | 522 | 535 | 346 | 348 | 443 | 450 | 454 | 457 | 463 | 477 | 471 | 441 | 464 |
| 508 | 515 | 525 | 538 | 349 | 351 | 446 | 453 | 457 | 460 | 466 | 480 | 474 | 444 | 469 |
| 394 | 401 | 411 | 424 | 235 | 237 | 332 | 339 | 343 | 345 | 352 | 366 | 360 | 330 | 355 |
| 399 | 406 | 416 | 429 | 240 | 242 | 337 | 344 | 348 | 351 | 357 | 371 | 365 | 335 | 360 |
| 403 | 410 | 420 | 433 | 244 | 246 | 341 | 348 | 352 | 355 | 361 | 375 | 369 | 339 | 364 |
| 408 | 415 | 425 | 438 | 249 | 251 | 346 | 353 | 357 | 359 | 366 | 380 | 374 | 344 | 369 |
| 412 | 419 | 429 | 442 | 253 | 255 | 350 | 357 | 361 | 364 | 370 | 384 | 378 | 348 | 373 |
| 417 | 424 | 434 | 447 | 258 | 260 | 355 | 362 | 366 | 368 | 375 | 389 | 383 | 353 | 873 |
| 424 | 431 | 441 | 454 | 265 | 267 | 362 | 369 | 373 | 376 | 382 | 396 | 390 | 360 | 385 |
| 428 | 435 | 445 | 458 | 269 | 271 | 366 | 373 | 377 | 380 | 386 | 400 | 394 | 364 | 389 |

Table of Distances.

| Stations to | Jherriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|-----------------------------------------|----------|------------|------------|----------------|-------------|----------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhurbaree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Unao Phaphamau Sec.— (Contd.) | | | | | | | | | | | | |
| Unchahar Jn. ... | 385 | 390 | 389 | 442 | 442 | 445 | 436 | 430 | 432 | 428 | 425 | 420 |
| Lachhmanpur ... | 396 | 401 | 400 | 453 | 453 | 456 | 447 | 441 | 443 | 439 | 436 | 431 |
| Udrahti † ... | 401 | 406 | 405 | 458 | 458 | 461 | 452 | 446 | 448 | 444 | 441 | 436 |
| Daryapur ... | 405 | 410 | 409 | 462 | 462 | 465 | 456 | 450 | 452 | 448 | 445 | 440 |
| Ishwardaspur ... | 390 | 395 | 394 | 447 | 447 | 450 | 441 | 435 | 437 | 433 | 430 | 425 |
| Jalalpur-Dhai ... | 397 | 402 | 401 | 454 | 454 | 457 | 448 | 442 | 444 | 440 | 437 | 432 |
| Dalmau ... | 405 | 410 | 409 | 462 | 462 | 465 | 456 | 450 | 452 | 448 | 445 | 440 |
| Ubarni ... | 411 | 416 | 415 | 468 | 468 | 471 | 462 | 456 | 458 | 454 | 451 | 446 |
| Lalganj ... | 413 | 418 | 417 | 470 | 470 | 473 | 464 | 458 | 460 | 456 | 453 | 448 |
| Raghuraj Singh ... | 421 | 426 | 425 | 478 | 478 | 481 | 472 | 466 | 468 | 464 | 461 | 456 |
| Baiswara ... | 425 | 430 | 429 | 482 | 482 | 485 | 476 | 470 | 472 | 468 | 465 | 460 |
| Takia ... | 429 | 434 | 433 | 486 | 486 | 489 | 480 | 474 | 476 | 472 | 469 | 464 |
| Bighapur ... | 435 | 440 | 439 | 492 | 492 | 495 | 486 | 480 | 482 | 478 | 475 | 470 |
| Tikauli Rawatpur § ... | 441 | 446 | 445 | 498 | 498 | 501 | 492 | 486 | 488 | 484 | 481 | 476 |
| Achalganj ... | 445 | 450 | 449 | 502 | 502 | 505 | 496 | 490 | 492 | 488 | 485 | 480 |
| Cawnpore Branch— | | | | | | | | | | | | |
| Amausi ... | 458 | 463 | 462 | 515 | 515 | 518 | 509 | 503 | 505 | 501 | 498 | 493 |
| Harauni ... | 466 | 471 | 470 | 523 | 523 | 526 | 517 | 511 | 513 | 509 | 506 | 501 |
| Jaitipur ... | 470 | 475 | 474 | 527 | 527 | 530 | 521 | 515 | 517 | 513 | 510 | 505 |
| Algain ... | 464 | 469 | 468 | 521 | 521 | 524 | 515 | 509 | 511 | 507 | 504 | 499 |
| Sonik ... | 460 | 465 | 464 | 517 | 517 | 520 | 511 | 505 | 507 | 503 | 500 | 495 |
| Unao ... | 455 | 460 | 559 | 512 | 512 | 515 | 506 | 500 | 502 | 498 | 495 | 490 |
| Unao Mills * ... | 457 | 462 | 461 | 514 | 514 | 517 | 508 | 502 | 504 | 500 | 497 | 492 |
| Magarwara ... | 459 | 464 | 463 | 516 | 516 | 519 | 510 | 504 | 406 | 502 | 499 | 494 |
| Juhi ... | 468 | 473 | 472 | 525 | 525 | 528 | 519 | 513 | 515 | 511 | 508 | 503 |
| Unao-Madhoganj Section | | | | | | | | | | | | |
| Makhi ... | 462 | 467 | 466 | 519 | 519 | 522 | 513 | 507 | 509 | 505 | 502 | 497 |
| Safipur ... | 472 | 477 | 476 | 529 | 529 | 532 | 523 | 517 | 519 | 515 | 512 | 507 |
| Ugu ... | 475 | 470 | 479 | 532 | 532 | 535 | 526 | 520 | 522 | 518 | 515 | 510 |
| Bangarmau ... | 486 | 491 | 490 | 543 | 543 | 546 | 537 | 531 | 533 | 529 | 526 | 521 |
| Ganj Moradabad ... | 491 | 496 | 495 | 548 | 548 | 551 | 542 | 536 | 538 | 534 | 531 | 526 |
| Mallawan ... | 496 | 501 | 500 | 553 | 553 | 556 | 547 | 541 | 543 | 539 | 536 | 531 |
| Main Line— | | | | | | | | | | | | |
| Alamnagar ... | 456 | 461 | 460 | 513 | 513 | 516 | 507 | 501 | 503 | 499 | 496 | 491 |
| Kakori ... | 461 | 466 | 465 | 518 | 518 | 521 | 512 | 506 | 508 | 504 | 501 | 496 |
| Maliabad ... | 467 | 472 | 472 | 524 | 524 | 527 | 518 | 512 | 514 | 510 | 507 | 502 |
| Dilawarnagar ... | 471 | 476 | 471 | 528 | 528 | 531 | 522 | 516 | 518 | 514 | 511 | 506 |
| Rahimabad ... | 475 | 480 | 479 | 532 | 532 | 535 | 526 | 520 | 522 | 518 | 515 | 510 |
| Sandila ... | 482 | 487 | 486 | 539 | 539 | 542 | 533 | 527 | 529 | 525 | 522 | 517 |
| Umar Tali ‡ ... | 485 | 490 | 489 | 542 | 542 | 545 | 536 | 530 | 532 | 528 | 525 | 520 |
| Dalelnagar ... | 489 | 494 | 493 | 546 | 546 | 549 | 540 | 534 | 536 | 532 | 529 | 524 |
| Balamau Jn. ... | 495 | 500 | 499 | 552 | 552 | 555 | 546 | 540 | 542 | 538 | 535 | 530 |
| Balamau-Sitapur Branch— | | | | | | | | | | | | |
| Arseni ... | 500 | 505 | 504 | 557 | 557 | 560 | 551 | 545 | 553 | 543 | 540 | 535 |
| Beniganj ... | 506 | 511 | 510 | 563 | 563 | 566 | 557 | 551 | 558 | 549 | 546 | 541 |
| Nimsar ... | 511 | 516 | 515 | 568 | 568 | 571 | 562 | 556 | 564 | 554 | 551 | 546 |
| Misrikh Tirath ... | 517 | 522 | 521 | 574 | 574 | 577 | 568 | 562 | 564 | 560 | 557 | 552 |
| Ramkot ... | 524 | 529 | 528 | 581 | 581 | 584 | 575 | 569 | 571 | 567 | 564 | 559 |
| Sitapur City ... | 532 | 537 | 536 | 589 | 589 | 592 | 583 | 577 | 579 | 575 | 572 | 567 |

* Open for consignments in full wagon loads for Unao Sugar Work only.

§ Not open for coal in full wagon loads.

† Not yet opened.

‡ Open for 50 maunds per consignment.

Table of Distances.

| Churulia | Gaurangdi | Panchra | Palasthall | Rajhara | Rajhara Siding | Chandrapura-Barka Kana Section | | | | | | | | C. I. C. Ry. |
|----------|-----------|---------|------------|---------|----------------|--------------------------------|--------|--------|------------------|--------|-------------|------------|--------|--------------|
| | | | | | | Chandrapura Jn. | Phusro | Bermo | Jarangdih Siding | Gomia | Ranchi Road | Barka Kana | Ray | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 435 | 442 | 452 | 465 | 276 | 278 | 373 | 380 | 384 | 387 | 393 | 407 | 401 | 371 | 396 |
| 446 | 445 | 463 | 476 | 287 | 289 | 384 | 391 | 395 | 397 | 404 | 418 | 412 | 382 | 407 |
| 451 | 458 | 468 | 481 | 292 | 294 | 389 | 396 | 400 | ... | 409 | 423 | 417 | 387 | 412 |
| 455 | 462 | 472 | 485 | 296 | 298 | 393 | 400 | 404 | 407 | 413 | 427 | 421 | 391 | 416 |
| 440 | 447 | 457 | 470 | 281 | 283 | 378 | 385 | 389 | 391 | 398 | 412 | 406 | 376 | 401 |
| 447 | 454 | 464 | 477 | 288 | 290 | 385 | 392 | 396 | 398 | 405 | 419 | 413 | 383 | 408 |
| 455 | 462 | 472 | 485 | 296 | 298 | 393 | 400 | 404 | 406 | 413 | 427 | 421 | 391 | 416 |
| 461 | 468 | 478 | 491 | 392 | 304 | 399 | 406 | 410 | 414 | 419 | 433 | 427 | 397 | 422 |
| 463 | 470 | 480 | 493 | 304 | 306 | 401 | 408 | 412 | 415 | 421 | 435 | 429 | 399 | 424 |
| 471 | 478 | 488 | 501 | 312 | 314 | 409 | 416 | 420 | 423 | 429 | 443 | 437 | 407 | 432 |
| 475 | 482 | 492 | 505 | 316 | 318 | 413 | 420 | 424 | 426 | 433 | 447 | 441 | 411 | 436 |
| 479 | 486 | 496 | 509 | 320 | 322 | 417 | 424 | 428 | 430 | 437 | 451 | 445 | 415 | 440 |
| 485 | 492 | 502 | 515 | 326 | 328 | 423 | 430 | 434 | 437 | 443 | 457 | 451 | 421 | 446 |
| 491 | 498 | 508 | 521 | 332 | 334 | 429 | 436 | 440 | 442 | 449 | 463 | 457 | 427 | 452 |
| 495 | 502 | 512 | 525 | 336 | 338 | 433 | 440 | 444 | 447 | 453 | 467 | 461 | 431 | 456 |
| 508 | 515 | 525 | 538 | 349 | 351 | 446 | 453 | 457 | 460 | 466 | 480 | 474 | 444 | 469 |
| 516 | 523 | 533 | 546 | 357 | 359 | 454 | 461 | 465 | 468 | 474 | 488 | 482 | 452 | 477 |
| 520 | 527 | 537 | 550 | 361 | 363 | 458 | 465 | 469 | 471 | 478 | 492 | 486 | 456 | 481 |
| 514 | 521 | 531 | 544 | 355 | 357 | 452 | 459 | 463 | 465 | 472 | 486 | 480 | 450 | 475 |
| 510 | 517 | 527 | 540 | 351 | 353 | 448 | 455 | 459 | 462 | 468 | 482 | 476 | 446 | 471 |
| 505 | 512 | 522 | 535 | 346 | 348 | 443 | 450 | 454 | 457 | 463 | 477 | 471 | 441 | 466 |
| 507 | 514 | 524 | 537 | 348 | 350 | 445 | 452 | 456 | 459 | 465 | 479 | 473 | 443 | 467 |
| 509 | 516 | 526 | 539 | 350 | 352 | 447 | 454 | 468 | 461 | 467 | 481 | 475 | 445 | 470 |
| 518 | 525 | 535 | 548 | 359 | 361 | 456 | 463 | 467 | 469 | 476 | 490 | 484 | 454 | 479 |
| 512 | 519 | 529 | 542 | 353 | 355 | 450 | 457 | 461 | 464 | 470 | 484 | 478 | 448 | 473 |
| 522 | 529 | 539 | 552 | 363 | 365 | 460 | 467 | 471 | 474 | 480 | 494 | 488 | 458 | 483 |
| 525 | 532 | 542 | 555 | 366 | 368 | 463 | 470 | 474 | 477 | 483 | 497 | 491 | 461 | 486 |
| 536 | 543 | 553 | 566 | 377 | 379 | 474 | 481 | 485 | 487 | 494 | 508 | 502 | 472 | 497 |
| 541 | 546 | 558 | 571 | 382 | 384 | 479 | 486 | 490 | 492 | 499 | 513 | 507 | 477 | 502 |
| 546 | 553 | 563 | 576 | 387 | 389 | 484 | 491 | 495 | 498 | 504 | 518 | 512 | 482 | 507 |
| 506 | 513 | 523 | 536 | 347 | 349 | 444 | 451 | 455 | 457 | 464 | 478 | 472 | 442 | 467 |
| 511 | 518 | 528 | 541 | 352 | 354 | 449 | 456 | 460 | 462 | 469 | 483 | 477 | 447 | 472 |
| 517 | 524 | 534 | 547 | 358 | 360 | 455 | 462 | 466 | 469 | 475 | 489 | 483 | 453 | 478 |
| 521 | 528 | 538 | 551 | 362 | 364 | 459 | 466 | 470 | 472 | 479 | 493 | 487 | 457 | 482 |
| 525 | 532 | 542 | 555 | 366 | 368 | 463 | 470 | 474 | 477 | 483 | 497 | 491 | 461 | 486 |
| 532 | 539 | 549 | 562 | 373 | 375 | 470 | 477 | 481 | 484 | 490 | 504 | 498 | 468 | 493 |
| 535 | 542 | 552 | 565 | 376 | 378 | 473 | 480 | 484 | 487 | 493 | 507 | 501 | 471 | 496 |
| 539 | 546 | 556 | 569 | 380 | 382 | 477 | 484 | 488 | 491 | 497 | 511 | 505 | 475 | 500 |
| 545 | 552 | 562 | 575 | 386 | 388 | 483 | 490 | 494 | 496 | 503 | 517 | 511 | 481 | 506 |
| 550 | 557 | 567 | 580 | 391 | 393 | 488 | 495 | 499 | 502 | 508 | 522 | 516 | 486 | 511 |
| 556 | 563 | 573 | 586 | 397 | 399 | 494 | 501 | 505 | 508 | 514 | 528 | 522 | 492 | 517 |
| 561 | 568 | 578 | 591 | 402 | 404 | 499 | 506 | 510 | 512 | 519 | 533 | 527 | 497 | 522 |
| 567 | 574 | 584 | 597 | 408 | 410 | 505 | 512 | 516 | 518 | 525 | 539 | 533 | 503 | 528 |
| 574 | 581 | 591 | 604 | 415 | 417 | 512 | 519 | 523 | 526 | 532 | 546 | 540 | 510 | 535 |
| 582 | 589 | 599 | 612 | 423 | 425 | 520 | 527 | 531 | 533 | 540 | 554 | 548 | 518 | 543 |

Table of Distances.

| Stations to | Jheriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|-----------------------------------------|---------|------------|------------|----------------|-------------|----------------|--------|--------|----------|--------|---------|----------|
| | | | | Serampur | Kurhurbaree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Auhadpur Branch— | | | | | | | | | | | | |
| Atwa ... | 503 | 508 | 507 | 560 | 560 | 563 | 554 | 548 | 550 | 546 | 543 | 538 |
| Madhoganj ... | 503 | 508 | 507 | 560 | 560 | 563 | 554 | 548 | 550 | 546 | 543 | 538 |
| Bilgram ... | 511 | 516 | 515 | 568 | 568 | 571 | 562 | 556 | 558 | 554 | 551 | 546 |
| Auhadpur ... | 520 | 525 | 524 | 577 | 577 | 580 | 571 | 565 | 567 | 563 | 560 | 555 |
| Main Line— | | | | | | | | | | | | |
| Baghauli ... | 500 | 505 | 504 | 557 | 557 | 560 | 551 | 545 | 547 | 543 | 540 | 535 |
| Masit ... | 503 | 508 | 507 | 560 | 560 | 563 | 554 | 548 | 550 | 546 | 543 | 538 |
| Karna ... | 509 | 514 | 513 | 566 | 566 | 569 | 560 | 554 | 556 | 552 | 549 | 544 |
| Hardoi ... | 514 | 519 | 518 | 571 | 571 | 574 | 565 | 559 | 561 | 557 | 554 | 549 |
| Kaurha ... | 520 | 525 | 524 | 577 | 577 | 580 | 571 | 565 | 567 | 563 | 560 | 555 |
| Behta Gokul ... | 526 | 531 | 530 | 583 | 583 | 586 | 577 | 571 | 573 | 569 | 566 | 561 |
| Todarpur ... | 530 | 535 | 534 | 587 | 587 | 590 | 581 | 575 | 577 | 573 | 570 | 565 |
| Anjhi ... | 535 | 540 | 539 | 592 | 592 | 595 | 586 | 580 | 582 | 578 | 575 | 570 |
| Aigawan ... | 539 | 544 | 543 | 596 | 596 | 599 | 590 | 584 | 586 | 582 | 579 | 574 |
| Kahilia ... | 544 | 549 | 548 | 601 | 601 | 604 | 595 | 589 | 591 | 587 | 584 | 579 |
| Rosa Jn. ... | 549 | 554 | 553 | 606 | 606 | 609 | 600 | 594 | 596 | 592 | 589 | 584 |
| Rosa-Sitapur Branch— | | | | | | | | | | | | |
| Unchaulia ... | 557 | 562 | 561 | 614 | 614 | 617 | 608 | 602 | 604 | 600 | 597 | 592 |
| Jung Bahadurganj ... | 564 | 569 | 568 | 621 | 621 | 624 | 615 | 609 | 611 | 607 | 604 | 599 |
| Jahanikhhera ... | 562 | 567 | 566 | 619 | 619 | 622 | 613 | 607 | 609 | 605 | 602 | 597 |
| Maigalganj ... | 555 | 560 | 559 | 612 | 612 | 615 | 606 | 600 | 602 | 598 | 595 | 590 |
| Neri ... | 551 | 556 | 555 | 608 | 608 | 611 | 602 | 596 | 598 | 594 | 591 | 586 |
| Maholi ... | 545 | 550 | 549 | 602 | 602 | 605 | 596 | 590 | 592 | 588 | 585 | 580 |
| Hempur ... | 539 | 544 | 543 | 596 | 596 | 599 | 590 | 584 | 586 | 582 | 579 | 574 |
| Main Line— | | | | | | | | | | | | |
| Shahjahanpur ... | 554 | 559 | 558 | 611 | 611 | 614 | 605 | 599 | 601 | 597 | 594 | 589 |
| Banthra ... | 559 | 564 | 563 | 616 | 616 | 619 | 610 | 604 | 606 | 602 | 599 | 594 |
| Tilhar ... | 565 | 570 | 569 | 622 | 622 | 625 | 616 | 610 | 612 | 608 | 605 | 600 |
| Miranpur Katra ... | 572 | 577 | 576 | 629 | 629 | 632 | 623 | 617 | 619 | 615 | 612 | 607 |
| Bilpur ... | 576 | 581 | 580 | 633 | 633 | 636 | 627 | 621 | 623 | 619 | 616 | 611 |
| Tisua ... | 580 | 585 | 584 | 637 | 637 | 640 | 631 | 625 | 627 | 623 | 620 | 615 |
| Pitambarpur ... | 586 | 591 | 590 | 643 | 643 | 646 | 637 | 631 | 633 | 629 | 626 | 621 |
| Rasulya ... | 592 | 597 | 596 | 649 | 649 | 652 | 643 | 637 | 639 | 635 | 632 | 627 |
| Bareilly Jn. and via (with R. & K. Ry.) | 598 | 603 | 602 | 655 | 655 | 658 | 649 | 643 | 645 | 641 | 638 | 633 |
| Aligarh Branch— | | | | | | | | | | | | |
| Basharatganj ... | 607 | 612 | 611 | 664 | 664 | 667 | 658 | 652 | 654 | 650 | 647 | 642 |
| Aonla ... | 615 | 620 | 619 | 672 | 672 | 675 | 666 | 660 | 662 | 658 | 655 | 650 |
| Karengi ... | 622 | 627 | 626 | 679 | 679 | 682 | 673 | 667 | 669 | 665 | 662 | 657 |
| Dabbara ... | 626 | 631 | 630 | 683 | 683 | 686 | 677 | 671 | 673 | 669 | 666 | 661 |
| Asafpur ... | 632 | 637 | 636 | 689 | 689 | 692 | 683 | 677 | 679 | 675 | 672 | 667 |
| Chandausi Jn. ... | 641 | 646 | 645 | 698 | 698 | 701 | 692 | 686 | 688 | 684 | 681 | 676 |
| Bahjoi ... | 651 | 656 | 655 | 708 | 708 | 711 | 702 | 696 | 698 | 694 | 691 | 686 |
| Dhanari ... | 660 | 665 | 664 | 717 | 717 | 720 | 711 | 705 | 707 | 703 | 700 | 695 |
| Babrala ... | 668 | 673 | 672 | 725 | 725 | 728 | 719 | 713 | 715 | 711 | 708 | 703 |
| Rajghat Narora ... | 671 | 676 | 675 | 728 | 728 | 731 | 722 | 716 | 718 | 714 | 711 | 706 |
| Dibal ... | 676 | 681 | 680 | 733 | 733 | 736 | 727 | 721 | 723 | 719 | 716 | 711 |

Table of Distances.

| Churulla | Gaurangdi | Panchra | Palasthali | Rajhara | Rajhara Siding | Chandrapura-Barka Kana Section | | | | | | | | | C. I. C. Ry. | |
|----------|-----------|---------|------------|---------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|------------|--------|------------------|--------------|--------|
| | | | | | | Chandrapura | Phusro | Bermo | Jarandih Siding | Gomla | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding | | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 553 | 560 | 570 | 583 | 394 | 396 | 491 | 498 | 502 | 504 | 511 | 525 | 519 | 489 | 514 | | |
| 553 | 560 | 570 | 583 | 394 | 396 | 491 | 498 | 502 | 504 | 511 | 525 | 519 | 489 | 514 | | |
| 561 | 568 | 578 | 591 | 402 | 404 | 499 | 506 | 510 | 512 | 519 | 533 | 527 | 497 | 522 | | |
| 570 | 577 | 587 | 600 | 411 | 413 | 508 | 515 | 519 | 521 | 528 | 542 | 536 | 506 | 531 | | |
| 550 | 557 | 567 | 580 | 391 | 393 | 488 | 495 | 499 | 502 | 508 | 522 | 516 | 486 | 511 | | |
| 553 | 560 | 570 | 583 | 394 | 396 | 491 | 498 | 502 | 505 | 511 | 525 | 519 | 489 | 514 | | |
| 559 | 566 | 576 | 589 | 400 | 402 | 497 | 504 | 508 | 511 | 517 | 531 | 525 | 495 | 520 | | |
| 564 | 571 | 581 | 594 | 405 | 407 | 502 | 509 | 513 | 516 | 522 | 536 | 530 | 500 | 525 | | |
| 570 | 577 | 587 | 600 | 411 | 413 | 508 | 515 | 519 | 522 | 528 | 542 | 536 | 506 | 531 | | |
| 576 | 583 | 593 | 606 | 417 | 419 | 514 | 521 | 525 | 528 | 534 | 548 | 542 | 512 | 537 | | |
| 580 | 587 | 597 | 610 | 421 | 423 | 518 | 525 | 529 | 532 | 538 | 552 | 546 | 516 | 541 | | |
| 585 | 592 | 602 | 615 | 426 | 428 | 523 | 530 | 534 | 537 | 543 | 557 | 551 | 521 | 546 | | |
| 589 | 596 | 606 | 619 | 430 | 432 | 527 | 534 | 538 | 541 | 547 | 561 | 555 | 525 | 550 | | |
| 594 | 601 | 611 | 624 | 435 | 437 | 532 | 539 | 543 | 546 | 552 | 566 | 560 | 530 | 555 | | |
| 599 | 606 | 616 | 629 | 440 | 442 | 537 | 544 | 548 | 551 | 557 | 571 | 565 | 535 | 560 | | |
| 607 | 614 | 624 | 637 | 448 | 450 | 545 | 552 | 556 | 559 | 565 | 579 | 573 | 543 | 568 | | |
| 614 | 621 | 631 | 644 | 455 | 457 | 552 | 559 | 563 | 566 | 572 | 586 | 580 | 550 | 575 | | |
| 612 | 619 | 629 | 642 | 453 | 455 | 550 | 557 | 561 | 563 | 570 | 584 | 578 | 548 | 573 | | |
| 605 | 612 | 622 | 635 | 446 | 448 | 543 | 550 | 554 | 557 | 563 | 577 | 571 | 541 | 566 | | |
| 601 | 608 | 618 | 631 | 442 | 444 | 539 | 546 | 550 | 553 | 559 | 573 | 567 | 537 | 562 | | |
| 595 | 602 | 612 | 625 | 436 | 438 | 533 | 540 | 544 | 547 | 553 | 567 | 561 | 531 | 556 | | |
| 589 | 596 | 606 | 619 | 430 | 432 | 527 | 534 | 538 | 541 | 547 | 561 | 555 | 525 | 550 | | |
| 604 | 611 | 621 | 634 | 445 | 447 | 542 | 549 | 553 | 556 | 562 | 576 | 570 | 540 | 565 | | |
| 609 | 616 | 626 | 639 | 450 | 452 | 547 | 554 | 558 | 561 | 567 | 581 | 575 | 545 | 570 | | |
| 615 | 622 | 632 | 645 | 456 | 458 | 553 | 560 | 564 | 567 | 573 | 587 | 581 | 551 | 576 | | |
| 622 | 629 | 639 | 652 | 465 | 465 | 560 | 567 | 571 | 573 | 580 | 594 | 588 | 558 | 583 | | |
| 626 | 633 | 643 | 656 | 467 | 469 | 564 | 571 | 575 | 578 | 584 | 598 | 592 | 562 | 587 | | |
| 630 | 637 | 647 | 660 | 471 | 473 | 568 | 575 | 579 | 582 | 588 | 602 | 596 | 566 | 591 | | |
| 636 | 643 | 653 | 666 | 477 | 479 | 574 | 581 | 585 | 587 | 594 | 608 | 602 | 572 | 597 | | |
| 642 | 649 | 659 | 672 | 483 | 485 | 580 | 587 | 591 | 593 | 600 | 614 | 608 | 578 | 603 | | |
| 642 | 658 | 665 | 678 | 489 | 491 | 586 | 593 | 597 | 600 | 606 | 620 | 614 | 584 | 609 | | |
| 657 | 664 | 674 | 687 | 498 | 500 | 595 | 602 | 606 | 609 | 615 | 629 | 623 | 593 | 618 | | |
| 665 | 672 | 682 | 695 | 506 | 508 | 603 | 610 | 614 | 616 | 623 | 637 | 631 | 601 | 626 | | |
| 672 | 679 | 689 | 702 | 513 | 515 | 610 | 617 | 621 | 624 | 630 | 644 | 638 | 608 | 633 | | |
| 676 | 683 | 693 | 706 | 517 | 519 | 614 | 621 | 625 | 628 | 634 | 648 | 642 | 612 | 637 | | |
| 682 | 689 | 699 | 712 | 523 | 525 | 620 | 627 | 631 | 634 | 640 | 654 | 648 | 618 | 643 | | |
| 691 | 698 | 708 | 721 | 532 | 534 | 629 | 636 | 640 | 643 | 649 | 663 | 657 | 627 | 652 | | |
| 701 | 708 | 718 | 731 | 542 | 544 | 639 | 646 | 650 | 653 | 659 | 673 | 667 | 637 | 662 | | |
| 710 | 717 | 727 | 740 | 551 | 553 | 648 | 655 | 658 | 662 | 667 | 682 | 676 | 646 | 671 | | |
| 718 | 725 | 735 | 748 | 559 | 561 | 656 | 663 | 667 | 669 | 676 | 690 | 684 | 654 | 679 | | |
| 721 | 728 | 738 | 751 | 562 | 564 | 659 | 666 | 670 | 673 | 679 | 693 | 687 | 657 | 682 | | |
| 726 | 733 | 743 | 756 | 567 | 569 | 664 | 671 | 675 | 677 | 684 | 698 | 692 | 662 | 687 | | |

Table of Distances.

| Stations to | | Jheriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani |
|------------------------------------------|-----|---------|------------|------------|----------------|-------------|----------------|--------|--------|----------|--------|---------|----------|
| | | | | | Serampur | Kurhurbaree | Domohani No. 2 | | | | | | |
| Aligarh Branch—(Concl'd.) | | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Atrauli Road | ... | 677 | 682 | 681 | 734 | 734 | 737 | 728 | 722 | 724 | 720 | 717 | 712 |
| Harduaganj | ... | 668 | 673 | 672 | 725 | 725 | 728 | 719 | 713 | 715 | 711 | 708 | 703 |
| Manzurgarhi | ... | 665 | 670 | 669 | 722 | 722 | 725 | 716 | 710 | 712 | 708 | 705 | 700 |
| Main Line— | | | | | | | | | | | | | |
| Clutterbuckganj | ... | 603 | 608 | 607 | 660 | 660 | 663 | 654 | 648 | 650 | 646 | 643 | 638 |
| Bhitaure | ... | 609 | 614 | 613 | 666 | 666 | 669 | 660 | 654 | 656 | 652 | 649 | 644 |
| Dhanata | ... | 613 | 618 | 617 | 670 | 670 | 673 | 664 | 658 | 660 | 656 | 653 | 648 |
| Nagaria Sadat | ... | 618 | 623 | 622 | 675 | 675 | 678 | 669 | 663 | 665 | 661 | 658 | 653 |
| Milak | ... | 623 | 628 | 627 | 680 | 680 | 683 | 674 | 668 | 670 | 666 | 653 | 658 |
| Duganpur | ... | 626 | 631 | 630 | 683 | 683 | 686 | 677 | 671 | 673 | 669 | 666 | 661 |
| Dhamora | ... | 630 | 635 | 634 | 687 | 687 | 690 | 681 | 675 | 677 | 673 | 670 | 665 |
| Shahzadnagar | ... | 633 | 638 | 637 | 690 | 690 | 693 | 684 | 678 | 680 | 676 | 673 | 668 |
| Rampur | ... | 637 | 642 | 641 | 694 | 694 | 697 | 688 | 682 | 684 | 680 | 677 | 672 |
| Mundha Pande | ... | 642 | 647 | 646 | 699 | 699 | 702 | 693 | 687 | 689 | 685 | 682 | 677 |
| Dalpatpur | ... | 646 | 651 | 650 | 703 | 703 | 706 | 697 | 691 | 693 | 689 | 686 | 681 |
| Kathghar * | ... | 652 | 657 | 656 | 709 | 709 | 712 | 703 | 697 | 699 | 695 | 692 | 687 |
| Moradabad Jn. (with R. & K. Ry.) | ... | 654 | 659 | 658 | 711 | 711 | 714 | 705 | 699 | 701 | 697 | 694 | 689 |
| Loop Line— | | | | | | | | | | | | | |
| Kandarki | ... | 657 | 662 | 661 | 714 | 714 | 717 | 708 | 702 | 704 | 700 | 697 | 692 |
| Raja-ka-Sahaspur Jn. | ... | 653 | 658 | 657 | 710 | 710 | 713 | 704 | 698 | 700 | 696 | 693 | 688 |
| Sambhal Hatim Sarai | ... | 667 | 672 | 671 | 724 | 724 | 727 | 718 | 712 | 714 | 710 | 707 | 702 |
| Sirsi Makhdumpur | ... | 662 | 667 | 666 | 719 | 719 | 722 | 713 | 707 | 709 | 705 | 702 | 697 |
| Jargaon | ... | 648 | 653 | 652 | 705 | 705 | 708 | 699 | 693 | 695 | 691 | 688 | 683 |
| Delhi Branch— | | | | | | | | | | | | | |
| Hakeempur | ... | 662 | 667 | 666 | 719 | 719 | 722 | 713 | 707 | 709 | 705 | 702 | 697 |
| Kailsa | ... | 668 | 673 | 672 | 725 | 725 | 728 | 719 | 713 | 715 | 711 | 708 | 703 |
| Amroha | ... | 673 | 678 | 677 | 730 | 730 | 733 | 724 | 718 | 726 | 716 | 713 | 708 |
| Kafurpur | ... | 680 | 685 | 684 | 737 | 737 | 740 | 731 | 725 | 727 | 723 | 720 | 715 |
| Gajroula Jn. | ... | 687 | 692 | 691 | 744 | 744 | 747 | 738 | 732 | 734 | 730 | 727 | 722 |
| Chandpur Siau Branch— | | | | | | | | | | | | | |
| Sherpur | ... | 695 | 700 | 699 | 752 | 752 | 755 | 746 | 740 | 742 | 738 | 735 | 730 |
| Mandi-Dhanaura | ... | 697 | 702 | 701 | 754 | 754 | 757 | 748 | 742 | 744 | 740 | 737 | 732 |
| Bakaina (o) | ... | 702 | 707 | 706 | 759 | 759 | 762 | 753 | 747 | 749 | 745 | 742 | 737 |
| Chandpur-Siau | ... | 709 | 714 | 713 | 766 | 766 | 769 | 760 | 754 | 756 | 752 | 749 | 744 |
| Chandpur-Bijnor-Muaz-zampur Narain Sec.— | | | | | | | | | | | | | |
| Sisauna | ... | 715 | 720 | 719 | 772 | 772 | 775 | 766 | 760 | 762 | 758 | 755 | 750 |
| Haldaur | ... | 720 | 725 | 724 | 777 | 777 | 780 | 771 | 765 | 767 | 763 | 760 | 755 |
| Khari Jhalu | ... | 725 | 730 | 729 | 782 | 782 | 785 | 776 | 770 | 772 | 768 | 765 | 760 |
| Bijnor | ... | 731 | 736 | 735 | 788 | 788 | 791 | 782 | 776 | 778 | 774 | 771 | 766 |
| Suaheri (o) | ... | 733 | 738 | 737 | 790 | 790 | 793 | 784 | 778 | 780 | 776 | 773 | 768 |
| Basikratpur | ... | 729 | 734 | 733 | 786 | 786 | 789 | 780 | 774 | 776 | 772 | 769 | 764 |

* Not open for Coal in full wagon load.

(a) Closed.

Table of Distances.

| Churulia | Gaurangdi | Panchra | Palasthali | Rajhara | Rajhara Siding | Chandrapura-Barka Kana Section | | | | | | | | C. I. C. Ry. | |
|----------|-----------|---------|------------|---------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|------------|--------|------------------|--|
| | | | | | | Chandrapura Jn. | Phusro | Bermo | Jarandih Siding | Gomia | Ranchi Road | Barka Kana | Ray | Bhurkunda Siding | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | |
| 727 | 734 | 744 | 757 | 568 | 570 | 665 | 672 | 676 | 678 | 685 | 699 | 693 | 663 | 688 | |
| 718 | 725 | 735 | 748 | 559 | 561 | 656 | 663 | 667 | 669 | 676 | 690 | 684 | 654 | 679 | |
| 715 | 722 | 732 | 745 | 556 | 558 | 653 | 660 | 664 | 666 | 673 | 687 | 681 | 651 | 676 | |
| 653 | 660 | 670 | 683 | 494 | 496 | 591 | 598 | 602 | 605 | 611 | 625 | 619 | 589 | 614 | |
| 659 | 666 | 676 | 689 | 500 | 502 | 597 | 604 | 608 | 611 | 617 | 631 | 625 | 595 | 620 | |
| 663 | 670 | 680 | 693 | 504 | 506 | 601 | 608 | 612 | 615 | 621 | 635 | 629 | 599 | 624 | |
| 668 | 675 | 685 | 698 | 509 | 511 | 606 | 613 | 617 | 619 | 626 | 640 | 634 | 604 | 629 | |
| 673 | 680 | 690 | 703 | 514 | 516 | 611 | 618 | 622 | 625 | 631 | 645 | 639 | 609 | 634 | |
| 676 | 683 | 693 | 706 | 517 | 519 | 614 | 621 | 625 | 628 | 634 | 648 | 642 | 612 | 637 | |
| 680 | 687 | 697 | 710 | 521 | 523 | 618 | 625 | 629 | 632 | 638 | 652 | 646 | 616 | 641 | |
| 683 | 690 | 700 | 713 | 524 | 526 | 621 | 628 | 632 | 635 | 641 | 655 | 649 | 619 | 644 | |
| 687 | 694 | 704 | 717 | 528 | 530 | 625 | 632 | 636 | 639 | 645 | 659 | 653 | 623 | 648 | |
| 692 | 699 | 709 | 722 | 533 | 535 | 630 | 637 | 641 | 644 | 650 | 664 | 658 | 628 | 653 | |
| 696 | 703 | 714 | 726 | 537 | 539 | 634 | 641 | 645 | 648 | 654 | 668 | 662 | 632 | 657 | |
| 702 | 709 | 719 | 732 | 543 | 545 | 640 | 647 | 651 | 653 | 660 | 674 | 668 | 638 | 663 | |
| 704 | 711 | 721 | 734 | 545 | 547 | 642 | 649 | 653 | 656 | 662 | 676 | 670 | 640 | 665 | |
| 707 | 714 | 724 | 737 | 548 | 550 | 645 | 652 | 656 | 659 | 665 | 679 | 673 | 643 | 668 | |
| 703 | 710 | 720 | 733 | 544 | 546 | 641 | 648 | 652 | 655 | 661 | 675 | 669 | 639 | 664 | |
| 717 | 724 | 734 | 747 | 558 | 560 | 655 | 662 | 666 | 669 | 675 | 689 | 683 | 653 | 678 | |
| 712 | 719 | 729 | 742 | 553 | 555 | 650 | 657 | 661 | 664 | 670 | 684 | 678 | 648 | 673 | |
| 698 | 705 | 715 | 728 | 539 | 541 | 636 | 643 | 647 | 650 | 656 | 670 | 664 | 634 | 659 | |
| 712 | 719 | 729 | 742 | 553 | 555 | 650 | 657 | 661 | 664 | 670 | 684 | 678 | 648 | 673 | |
| 718 | 725 | 735 | 748 | 559 | 561 | 656 | 663 | 667 | 669 | 676 | 690 | 684 | 654 | 679 | |
| 723 | 730 | 740 | 753 | 564 | 566 | 660 | 667 | 672 | 675 | 681 | 695 | 689 | 659 | 684 | |
| 737 | 737 | 747 | 760 | 571 | 573 | 668 | 675 | 679 | 682 | 686 | 702 | 696 | 666 | 691 | |
| 737 | 744 | 754 | 767 | 578 | 580 | 675 | 682 | 686 | 689 | 695 | 709 | 703 | 673 | 698 | |
| 745 | 752 | 762 | 775 | 586 | 588 | 683 | 690 | 694 | 696 | 703 | 717 | 711 | 681 | 706 | |
| 747 | 754 | 764 | 777 | 588 | 590 | 685 | 692 | 696 | 698 | 705 | 719 | 713 | 683 | 708 | |
| 752 | 759 | 769 | 782 | 593 | 595 | 690 | 697 | 701 | 703 | 710 | 724 | 718 | 688 | 713 | |
| 759 | 766 | 776 | 789 | 600 | 602 | 697 | 704 | 708 | 711 | 717 | 731 | 725 | 695 | 720 | |
| 765 | 772 | 782 | 795 | 606 | 608 | 703 | 710 | 714 | 717 | 723 | 737 | 731 | 701 | 724 | |
| 770 | 777 | 787 | 800 | 611 | 613 | 708 | 715 | 719 | 721 | 728 | 742 | 736 | 706 | 729 | |
| 775 | 782 | 792 | 805 | 616 | 618 | 713 | 720 | 724 | 726 | 733 | 747 | 741 | 711 | 734 | |
| 781 | 788 | 798 | 811 | 622 | 624 | 719 | 726 | 730 | 732 | 739 | 753 | 747 | 717 | 740 | |
| 783 | 790 | 800 | 813 | 624 | 626 | 721 | 728 | 732 | 733 | 741 | 755 | 749 | 719 | 742 | |
| 779 | 786 | 796 | 809 | 620 | 622 | 717 | 724 | 728 | 729 | 737 | 751 | 745 | 715 | 738 | |

Table of Distances.

| Stations to | Jheriah | Pathardihi | Katrasgarh | Giridih Branch | | | Chara | Toposi | Singaran | Ikrah | Jamur ² | Barabani |
|-------------------------------------------------|---------|------------|------------|----------------|-------------|----------------|--------|--------|----------|--------|--------------------|----------|
| | | | | Serampur | Kurhurbaree | Domohani No. 2 | | | | | | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Delhi Branch— | | | | | | | | | | | | |
| Kankhather ... | 692 | 697 | 696 | 749 | 749 | 752 | 743 | 737 | 739 | 735 | 732 | 727 |
| Garhmukhtesar ... | 700 | 705 | 704 | 757 | 757 | 760 | 751 | 745 | 747 | 743 | 740 | 735 |
| Simbhaoli ... | 706 | 711 | 710 | 763 | 763 | 766 | 757 | 751 | 753 | 749 | 746 | 741 |
| Kuchesar Road ... | 710 | 715 | 714 | 767 | 767 | 770 | 761 | 755 | 757 | 753 | 750 | 745 |
| Babugarh ... | 714 | 719 | 718 | 771 | 771 | 774 | 765 | 759 | 761 | 757 | 754 | 749 |
| Pilkhuwa ... | 726 | 731 | 730 | 783 | 783 | 786 | 777 | 777 | 773 | 769 | 766 | 761 |
| Dasna ... | 733 | 738 | 737 | 790 | 790 | 793 | 784 | 778 | 780 | 770 | 773 | 768 |
| Meerut Branch— | | | | | | | | | | | | |
| Panchi ... | 723 | 728 | 727 | 780 | 780 | 783 | 774 | 768 | 770 | 766 | 763 | 758 |
| Kharkhauda ... | 727 | 732 | 731 | 784 | 784 | 787 | 778 | 772 | 774 | 770 | 767 | 762 |
| Meerut City Jn. and via (with N.-W. Ry.) | 737 | 742 | 741 | 794 | 794 | 797 | 788 | 782 | 784 | 780 | 777 | 772 |
| Main Line— | | | | | | | | | | | | |
| Harthala § ... | 658 | 663 | 662 | 715 | 715 | 718 | 709 | 703 | 705 | 701 | 698 | 693 |
| Aghwanpur ... | 661 | 666 | 665 | 718 | 718 | 721 | 712 | 706 | 708 | 704 | 701 | 696 |
| Matlabpur... ... | 667 | 672 | 671 | 724 | 724 | 727 | 718 | 712 | 714 | 710 | 707 | 702 |
| Kanth ... | 672 | 677 | 676 | 729 | 729 | 732 | 723 | 717 | 719 | 715 | 712 | 707 |
| Mewa Nawada | | | | | | | | | | | | |
| Seohara ... | 676 | 681 | 680 | 733 | 733 | 736 | 727 | 721 | 723 | 719 | 716 | 711 |
| Chakraj Mal ... | 683 | 688 | 687 | 740 | 740 | 743 | 734 | 728 | 730 | 726 | 723 | 718 |
| Dhampur ... | 687 | 692 | 691 | 744 | 744 | 747 | 738 | 732 | 734 | 730 | 727 | 722 |
| | 691 | 696 | 695 | 748 | 748 | 751 | 742 | 736 | 738 | 734 | 731 | 726 |
| Puraini ... | | | | | | | | | | | | |
| Nagina ... | 698 | 703 | 702 | 755 | 755 | 758 | 749 | 743 | 745 | 741 | 738 | 733 |
| Bundki ... | 701 | 706 | 705 | 758 | 758 | 761 | 752 | 746 | 748 | 744 | 741 | 736 |
| Najibabad Jn. ... | 708 | 713 | 712 | 765 | 765 | 768 | 759 | 753 | 755 | 751 | 748 | 743 |
| | 715 | 720 | 719 | 772 | 772 | 775 | 766 | 760 | 762 | 758 | 765 | 750 |
| Kotdwara Branch— | | | | | | | | | | | | |
| Sanah Road ... | 724 | 729 | 728 | 781 | 781 | 784 | 775 | 769 | 771 | 767 | 764 | 759 |
| Kotdwara ... | 730 | 735 | 734 | 787 | 787 | 790 | 781 | 775 | 777 | 773 | 770 | 765 |
| Main Line— | | | | | | | | | | | | |
| Muazzampur Narain ... | 722 | 727 | 726 | 779 | 779 | 782 | 773 | 767 | 769 | 765 | 762 | 757 |
| Chandok ... | 726 | 731 | 730 | 783 | 783 | 786 | 777 | 771 | 773 | 769 | 766 | 761 |
| Balawali ... | 731 | 736 | 735 | 788 | 788 | 791 | 782 | 776 | 778 | 774 | 771 | 766 |
| Raisi ... | 736 | 741 | 740 | 793 | 793 | 796 | 787 | 781 | 783 | 779 | 776 | 777 |
| Lhaksar Jn. ... | 741 | 746 | 745 | 798 | 798 | 801 | 792 | 786 | 788 | 784 | 781 | 776 |
| Dausni ... | 745 | 750 | 749 | 802 | 802 | 805 | 796 | 790 | 792 | 788 | 785 | 780 |
| Aithal ... | 746 | 751 | 750 | 803 | 803 | 806 | 797 | 791 | 793 | 789 | 786 | 781 |
| Hardwar Branch— | | | | | | | | | | | | |
| Pathri ... | 749 | 754 | 753 | 806 | 806 | 809 | 800 | 794 | 796 | 792 | 789 | 784 |
| Jawalapur ... | 755 | 760 | 759 | 812 | 812 | 815 | 806 | 800 | 802 | 798 | 795 | 790 |
| Hardwar Jn. (with H. D. Ry.) | 758 | 763 | 762 | 815 | 815 | 818 | 809 | 803 | 805 | 801 | 798 | 793 |
| Bhimgoda Weir † ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Main Line— | | | | | | | | | | | | |
| Landhaura ... | 747 | 752 | 751 | 804 | 804 | 807 | 798 | 792 | 794 | 790 | 787 | 782 |
| Roorkee ... | 752 | 757 | 756 | 809 | 809 | 812 | 803 | 797 | 799 | 795 | 792 | 787 |
| Iqbalpur ... | 757 | 762 | 761 | 814 | 814 | 817 | 808 | 802 | 804 | 800 | 797 | 792 |
| Chodiala ... | 761 | 766 | 765 | 818 | 818 | 821 | 812 | 806 | 808 | 804 | 801 | 796 |
| Balakheri ... | 768 | 773 | 772 | 825 | 825 | 828 | 819 | 813 | 815 | 811 | 808 | 803 |
| Khan-Alampura West * | 773 | 778 | 777 | 830 | 830 | 833 | 824 | 818 | 820 | 816 | 813 | 808 |
| Saharanpur Jn. (with N.- W. & S. S. L. Rys.) | 774 | 779 | 778 | 831 | 831 | 834 | 825 | 819 | 821 | 817 | 814 | 809 |

† Coal for Irrigation Department may be booked to Bhimgoda Weir station at a charge of Rs. 10 per wagon in addition to Hardwar rates. § Not yet opened for coal traffic.

* Open only for Military traffic and Ry. Materials and Stores (including Ry. coal).

Table of Distances.

| Churulia | Gaurangdi | Panchra | Palasthali | Rajhara | Rajhara Siding | Chandrapura-Barka Kana Section | | | | | | | | C. I. C. Ry. | |
|----------|-----------|---------|------------|---------|----------------|--------------------------------|--------|--------|-----------------|--------|-------------|-----------|--------|------------------|--------|
| | | | | | | Chandrapura | Phusro | Bermo | Jarandih Siding | Gomia | Ranchi Road | Barkakana | Ray | Bhurkunda Siding | |
| Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| 742 | 749 | 756 | 772 | 583 | 585 | 680 | 687 | 691 | 694 | 700 | 714 | 708 | 678 | 703 | |
| 750 | 757 | 767 | 780 | 591 | 593 | 688 | 695 | 699 | 702 | 708 | 722 | 716 | 686 | 711 | |
| 756 | 763 | 773 | 786 | 597 | 599 | 694 | 701 | 705 | 708 | 714 | 728 | 722 | 792 | 717 | |
| 760 | 767 | 777 | 790 | 601 | 603 | 698 | 705 | 709 | 712 | 718 | 732 | 726 | 696 | 721 | |
| 764 | 771 | 781 | 794 | 605 | 607 | 702 | 709 | 713 | 716 | 722 | 736 | 730 | 700 | 725 | |
| 776 | 783 | 793 | 806 | 617 | 619 | 714 | 721 | 725 | 727 | 734 | 748 | 742 | 712 | 737 | |
| 783 | 790 | 800 | 813 | 624 | 626 | 721 | 728 | 732 | 734 | 741 | 755 | 749 | 719 | 744 | |
| 773 | 780 | 790 | 803 | 614 | 616 | 711 | 718 | 722 | 725 | 731 | 745 | 739 | 709 | 734 | |
| 777 | 784 | 794 | 807 | 618 | 620 | 715 | 722 | 726 | 729 | 735 | 749 | 743 | 713 | 738 | |
| 787 | 794 | 804 | 817 | 628 | 630 | 725 | 732 | 736 | 739 | 745 | 759 | 753 | 723 | 748 | |
| 708 | 715 | 725 | 738 | 549 | 551 | 656 | 663 | 667 | 659 | 676 | 680 | 674 | 644 | 669 | |
| 711 | 718 | 728 | 741 | 552 | 554 | 649 | 656 | 660 | 663 | 669 | 683 | 677 | 647 | 672 | |
| 717 | 724 | 734 | 747 | 558 | 560 | 655 | 662 | 666 | 669 | 675 | 689 | 683 | 653 | 678 | |
| 722 | 729 | 739 | 752 | 563 | 565 | 660 | 667 | 671 | 674 | 680 | 694 | 688 | 658 | 683 | |
| 726 | 733 | 743 | 756 | 567 | 569 | 664 | 671 | 675 | 678 | 684 | 698 | 692 | 662 | 687 | |
| 733 | 740 | 750 | 767 | 574 | 576 | 671 | 678 | 682 | 684 | 691 | 705 | 699 | 669 | 694 | |
| 737 | 744 | 754 | 771 | 578 | 580 | 675 | 682 | 686 | 689 | 695 | 709 | 703 | 673 | 698 | |
| 741 | 748 | 758 | 778 | 582 | 584 | 679 | 686 | 690 | 693 | 699 | 713 | 707 | 677 | 702 | |
| 748 | 755 | 765 | 781 | 589 | 591 | 686 | 693 | 697 | 700 | 706 | 720 | 714 | 684 | 709 | |
| 751 | 758 | 768 | 788 | 592 | 594 | 689 | 696 | 700 | 703 | 709 | 723 | 717 | 687 | 712 | |
| 758 | 765 | 778 | 795 | 599 | 601 | 696 | 703 | 707 | 709 | 716 | 730 | 724 | 694 | 719 | |
| 765 | 772 | 782 | 804 | 606 | 608 | 703 | 710 | 714 | 717 | 723 | 738 | 731 | 701 | 726 | |
| 774 | 781 | 791 | 810 | 615 | 617 | 712 | 719 | 723 | 726 | 732 | 746 | 740 | 710 | 735 | |
| 780 | 787 | 797 | 802 | 621 | 623 | 718 | 725 | 729 | 732 | 738 | 752 | 746 | 716 | 741 | |
| 772 | 779 | 789 | 806 | 613 | 615 | 710 | 717 | 721 | 724 | 730 | 744 | 738 | 708 | 733 | |
| 776 | 783 | 793 | 811 | 617 | 619 | 714 | 721 | 725 | 728 | 734 | 748 | 742 | 712 | 737 | |
| 781 | 788 | 798 | 816 | 622 | 624 | 719 | 726 | 730 | 732 | 739 | 753 | 747 | 717 | 742 | |
| 786 | 793 | 803 | 821 | 627 | 629 | 724 | 731 | 735 | 738 | 744 | 758 | 752 | 722 | 747 | |
| 791 | 798 | 808 | 829 | 632 | 634 | 729 | 736 | 740 | 743 | 749 | 763 | 757 | 727 | 752 | |
| 795 | 802 | 812 | 833 | 636 | 638 | 733 | 740 | 744 | 746 | 753 | 767 | 761 | 731 | 756 | |
| 796 | 803 | 813 | 834 | 637 | 639 | 734 | 741 | 745 | 747 | 754 | 768 | 762 | 732 | 757 | |
| 799 | 806 | 816 | 835 | 640 | 642 | 737 | 744 | 748 | 751 | 757 | 771 | 765 | 735 | 760 | |
| 805 | 812 | 822 | 838 | 646 | 648 | 743 | 750 | 754 | 757 | 763 | 777 | 771 | 741 | 766 | |
| 808 | 815 | 825 | 829 | 649 | 651 | 746 | 753 | 757 | 759 | 766 | 780 | 774 | 744 | 769 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 797 | 804 | 814 | 827 | 638 | 640 | 735 | 742 | 746 | 749 | 755 | 769 | 763 | 733 | 758 | |
| 802 | 809 | 819 | 832 | 643 | 645 | 740 | 747 | 751 | 754 | 760 | 774 | 768 | 738 | 763 | |
| 807 | 814 | 824 | 837 | 648 | 650 | 745 | 752 | 756 | 758 | 765 | 779 | 773 | 743 | 768 | |
| 811 | 818 | 828 | 841 | 652 | 654 | 749 | 756 | 760 | 763 | 769 | 783 | 777 | 747 | 762 | |
| 818 | 825 | 835 | 848 | 659 | 661 | 756 | 763 | 767 | 769 | 776 | 790 | 784 | 754 | 779 | |
| 823 | 830 | 840 | 853 | 664 | 666 | 761 | 768 | 772 | 774 | 781 | 795 | 789 | 759 | 784 | |
| 824 | 831 | 841 | 854 | 665 | 667 | 762 | 769 | 773 | 776 | 782 | 796 | 790 | 760 | 785 | |

Table of Distances.

Table of distances and rates per ton over the Hardwar-Dehra Railway.

The following are the distances and calculated rates per ton for *Public Coal*, *Coke* and *Patent Fuel* in full wagon loads O. R. L., from *via Hardwar* to stations on the Hardwar-Dehra Railway :—

| Stations to | | | | | Distance from via Hardwar. (a) | Rate per ton from via Hardwar. |
|-------------|-----|-----|-----|-----|-----------------------------------------|--------------------------------------|
| | | | | | Miles | Rs. a. p. |
| Raiwala | ... | ... | ... | ... | 15 | 0 11 0 |
| Rikhlkesh | ... | ... | ... | ... | 23 | 0 11 0 |
| Kansrao | ... | ... | ... | ... | 21 | 0 11 0 |
| Doiwala | ... | ... | ... | ... | 30 | 0 13 0 |
| Harrawala | ... | ... | ... | ... | 41 | 1 2 0 |
| Dehra-Dun | ... | ... | ... | ... | 48 | 1 4 0 |

Note.—(i) The minimum distance for charge is 25 miles.

(ii) The receiving and terminal charge of Re. 0-2-0 per ton is included in these rates.

N. B.—In the case of booking from stations on the East Indian Railway to stations on the Hardwar-Dehra Railway the 12½ % surcharge, subject to a maximum rate of Re. 1-0-0 per ton, will be calculated on the total freight charges (including terminals &c.) over the East Indian and Hardwar-Dehra Railways.

(a) These are one and a half times the actual distances.

RECKONER.

Table of calculated rates per ton for Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways in full wagon loads, at owner's risk, calculated up to 2509 miles.

Basis for charge—

(1) For traffic carried for distances
400 miles and under:—

(2) For traffic carried for distances
over 400 miles:—

| Per maund per mile | | | Per maund per mile | | |
|-----------------------|------------|------------|-----------------------|-----------------|-----------|
| Miles | 1 to 200 | 0 165 pie. | Miles | 1 to 200 | 0·15 pie. |
| Plus „ | 201 to 400 | 0·13 „ | Plus „ | 201 to 400 | 0·06 „ |
| | | | Plus „ | 401 and upwards | 0·05 „ |

The rate for 401 miles calculated at the scale shown under (2), has been applied differentially to distances less than 401 miles, wherever cheaper.

| Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. |
|--------------|---------------|---------------|---------------|---------------|---------------|
| | Rs. a. p. | | Rs. a. p. | | Rs. a. p. |
| 25 to 27 .. | 0 9 0 | 143 to 148 .. | 3 6 0 | 430 to 449 .. | 6 4 0 |
| 28 „ 33 .. | 0 11 0 | 149 „ 154 .. | 3 9 0 | 450 „ 469 .. | 6 6 0 |
| 34 „ 39 .. | 0 14 0 | 155 „ 160 .. | 3 11 0 | 470 „ 489 .. | 6 8 0 |
| 40 „ 45 .. | 1 0 0 | 161 „ 166 .. | 3 13 0 | 490 „ 509 .. | 6 11 0 |
| 46 „ 51 .. | 1 2 0 | 167 „ 172 .. | 4 0 0 | 510 „ 529 .. | 6 13 0 |
| 52 „ 57 .. | 1 4 0 | 173 „ 178 .. | 4 2 0 | 530 „ 549 .. | 6 15 0 |
| 58 „ 63 .. | 1 7 0 | 179 „ 184 .. | 4 4 0 | 550 „ 569 .. | 7 1 0 |
| 64 „ 69 .. | 1 9 0 | 185 „ 190 .. | 4 6 0 | 570 „ 589 .. | 7 4 0 |
| 70 „ 75 .. | 1 11 0 | 191 „ 196 .. | 4 9 0 | 590 „ 609 .. | 7 6 0 |
| 76 „ 81 .. | 1 14 0 | 197 „ 203 .. | 4 11 0 | 610 „ 629 .. | 7 8 0 |
| 82 „ 87 .. | 2 0 0 | 204 „ 211 .. | 4 13 0 | 630 „ 649 .. | 7 11 0 |
| 88 „ 93 .. | 2 2 0 | 212 „ 219 .. | 4 15 0 | 650 „ 669 .. | 7 13 0 |
| 94 „ 99 .. | 2 4 0 | 220 „ 226 .. | 5 2 0 | 670 „ 689 .. | 7 15 0 |
| 100 „ 106 .. | 2 7 0 | 227 „ 234 .. | 5 4 0 | 690 „ 709 .. | 8 1 0 |
| 107 „ 112 .. | 2 9 0 | 235 „ 242 .. | 5 6 0 | 710 „ 729 .. | 8 4 0 |
| 113 „ 118 .. | 2 11 0 | 243 „ 249 .. | 5 9 0 | 730 „ 749 .. | 8 6 0 |
| 119 „ 124 .. | 2 13 0 | 250 „ 257 .. | 5 11 0 | 750 „ 769 .. | 8 8 0 |
| 125 „ 130 .. | 3 0 0 | 258 „ 265 .. | 5 13 0 | 770 „ 789 .. | 8 10 0 |
| 131 „ 136 .. | 3 2 0 | 266 „ 409 .. | 5 15 0 | 790 „ 809 .. | 8 13 0 |
| 137 „ 142 .. | 3 4 0 | 410 „ 429 .. | 6 2 0 | 810 „ 829 .. | 8 15 0 |

Note.—These rates are exclusive of all East Indian and Foreign Railway terminal, transhipment, ferry and other extra charges due, which must be levied in addition in all cases.

Reckoner

| Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. |
|----------------|---------------|-----------------|---------------|-----------------|---------------|
| | Rs. a. p. | | Rs. a. p. | | Rs. a. p. |
| 830 to 849 .. | 9 1 0 | 1390 to 1409 .. | 13 1 0 | 1950 to 1969 .. | 17 0 0 |
| 850 „ 869 .. | 9 3 0 | 1410 „ 1429 .. | 13 3 0 | 1970 „ 1989 .. | 17 3 0 |
| 870 „ 889 .. | 9 6 0 | 1430 „ 1449 .. | 13 5 0 | 1990 „ 2009 .. | 17 5 0 |
| 890 „ 909 .. | 9 8 0 | 1450 „ 1469 .. | 13 8 0 | 2010 „ 2029 .. | 17 7 0 |
| 910 „ 929 .. | 9 10 0 | 1470 „ 1489 .. | 13 10 0 | 2030 „ 2049 .. | 17 9 0 |
| 930 „ 949 .. | 9 13 0 | 1490 „ 1509 .. | 13 12 0 | 2050 „ 2069 .. | 17 12 0 |
| 950 „ 969 .. | 9 15 0 | 1510 „ 1529 .. | 13 14 0 | 2070 „ 2089 .. | 17 14 0 |
| 970 „ 989 .. | 10 1 0 | 1530 „ 1549 .. | 14 1 0 | 2090 „ 2109 .. | 18 0 0 |
| 990 „ 1009 .. | 10 3 0 | 1550 „ 1569 .. | 14 3 0 | 2110 „ 2129 .. | 18 2 0 |
| 1010 „ 1029 .. | 10 6 0 | 1570 „ 1589 .. | 14 5 0 | 2130 „ 2149 .. | 18 5 0 |
| 1030 „ 1049 .. | 10 8 0 | 1590 „ 1609 .. | 14 7 0 | 2150 „ 2169 .. | 18 7 0 |
| 1050 „ 1069 .. | 10 10 0 | 1610 „ 1629 .. | 14 10 0 | 2170 „ 2189 .. | 18 9 0 |
| 1070 „ 1089 .. | 10 12 0 | 1630 „ 1649 .. | 14 12 0 | 2190 „ 2209 .. | 18 11 0 |
| 1090 „ 1109 .. | 10 15 0 | 1650 „ 1669 .. | 14 14 0 | 2210 „ 2229 .. | 18 14 0 |
| 1110 „ 1129 .. | 11 1 0 | 1670 „ 1689 .. | 15 0 0 | 2230 „ 2249 .. | 19 0 0 |
| 1130 „ 1149 .. | 11 3 0 | 1690 „ 1709 .. | 15 3 0 | 2250 „ 2269 .. | 19 2 0 |
| 1150 „ 1169 .. | 11 6 0 | 1710 „ 1729 .. | 15 5 0 | 2270 „ 2289 .. | 19 5 0 |
| 1170 „ 1189 .. | 11 8 0 | 1730 „ 1749 .. | 15 7 0 | 2290 „ 2309 .. | 19 7 0 |
| 1190 „ 1209 .. | 11 10 0 | 1750 „ 1769 .. | 15 10 0 | 2310 „ 2329 .. | 19 9 0 |
| 1210 „ 1229 .. | 11 12 0 | 1770 „ 1789 .. | 15 12 0 | 2330 „ 2349 .. | 19 11 0 |
| 1230 „ 1249 .. | 11 15 0 | 1790 „ 1809 .. | 15 14 0 | 2350 „ 2369 .. | 19 14 0 |
| 1250 „ 1269 .. | 12 1 0 | 1810 „ 1829 .. | 16 0 0 | 2370 „ 2389 .. | 20 0 0 |
| 1270 „ 1289 .. | 12 3 0 | 1830 „ 1849 .. | 16 3 0 | 2390 „ 2409 .. | 20 2 0 |
| 1290 „ 1309 .. | 12 5 0 | 1850 „ 1869 .. | 16 5 0 | 2410 „ 2429 .. | 20 4 0 |
| 1310 „ 1329 .. | 12 8 0 | 1870 „ 1889 .. | 16 7 0 | 2430 „ 2449 .. | 20 7 0 |
| 1330 „ 1349 .. | 12 10 0 | 1890 „ 1909 .. | 16 9 0 | 2450 „ 2469 .. | 20 9 0 |
| 1350 „ 1369 .. | 12 12 0 | 1910 „ 1929 .. | 16 12 0 | 2470 „ 2489 .. | 20 11 0 |
| 1370 „ 1389 .. | 12 14 0 | 1930 „ 1949 .. | 16 14 0 | 2490 „ 2509 .. | 20 13 0 |

Note.—These rates are exclusive of all East Indian and Foreign Railways' terminal, transshipment, ferry and other extra charges due, which must be levied in addition in all cases.

EAST INDIAN RAILWAY

Table of per maund and equivalent per ton rates calculated on the basis of 27·22 maunds as equal to a ton

To be used in calculating freight charges on coal over Railways where the scale of charges differ from these on the East Indian Railway in through booking and are therefore calculated on separate distances.

| Rate per maund | Rate per ton | Rate per maund | Rate per ton | Rate per maund | Rate per ton |
|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|
| Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| 0 0 4 | 0 9 1 | 0 2 8 | 4 8 7 | 0 5 0 | 8 8 1 |
| 0 0 5 | 0 11 4 | 0 2 9 | 4 10 10 | 0 5 1 | 8 10 4 |
| 0 0 6 | 0 13 7 | 0 2 10 | 4 13 1 | 0 5 2 | 8 12 8 |
| 0 0 7 | 0 15 11 | 0 2 11 | 4 15 5 | 0 5 3 | 8 14 11 |
| 0 0 8 | 1 2 2 | 0 3 0 | 5 1 8 | 0 5 4 | 9 1 2 |
| 0 0 9 | 1 4 5 | 0 3 1 | 5 3 11 | 0 5 5 | 9 3 5 |
| 0 0 10 | 1 6 8 | 0 3 2 | 5 6 2 | 0 5 6 | 9 5 9 |
| 0 0 11 | 1 8 11 | 0 3 3 | 5 8 6 | 0 5 7 | 9 8 0 |
| 0 1 0 | 1 11 3 | 0 3 4 | 5 10 9 | 0 5 8 | 9 10 3 |
| 0 1 1 | 1 13 6 | 0 3 5 | 5 13 0 | 0 5 9 | 9 12 6 |
| 0 1 2 | 1 15 9 | 0 3 6 | 5 15 3 | 0 5 10 | 9 14 9 |
| 0 1 3 | 2 2 0 | 0 3 7 | 6 1 6 | 0 5 11 | 10 1 1 |
| 0 1 4 | 2 4 4 | 0 3 8 | 6 3 10 | 0 6 0 | 10 3 4 |
| 0 1 5 | 2 6 7 | 0 3 9 | 6 6 1 | 0 6 1 | 10 5 7 |
| 0 1 6 | 2 8 10 | 0 3 10 | 6 8 4 | 0 6 2 | 10 7 10 |
| 0 1 7 | 2 11 1 | 0 3 11 | 6 10 7 | 0 6 3 | 10 10 2 |
| 0 1 8 | 2 13 4 | 0 4 0 | 6 12 11 | 0 6 4 | 10 12 5 |
| 0 1 9 | 2 15 8 | 0 4 1 | 6 15 2 | 0 6 5 | 10 14 8 |
| 0 1 10 | 3 1 11 | 0 4 2 | 7 1 5 | 0 6 6 | 11 0 11 |
| 0 1 11 | 3 4 2 | 0 4 3 | 7 3 8 | 0 6 7 | 11 3 2 |
| 0 2 0 | 3 6 5 | 0 4 4 | 7 5 11 | 0 6 8 | 11 5 6 |
| 0 2 1 | 3 8 9 | 0 4 5 | 7 8 3 | 0 6 9 | 11 7 9 |
| 0 2 2 | 3 11 0 | 0 4 6 | 7 10 6 | 0 6 10 | 11 10 0 |
| 0 2 3 | 3 13 3 | 0 4 7 | 7 12 9 | 0 6 11 | 11 12 3 |
| 0 2 4 | 3 15 6 | 0 4 8 | 7 15 0 | 0 7 0 | 11 14 6 |
| 0 2 5 | 4 1 9 | 0 4 9 | 8 1 4 | 0 7 1 | 12 0 10 |
| 0 2 6 | 4 4 1 | 0 4 10 | 8 3 7 | 0 7 2 | 12 3 1 |
| 0 2 7 | 4 6 4 | 0 4 11 | 8 5 10 | 0 7 3 | 12 5 4 |

Note—Where the per ton rates are required to be rounded off to annas, six pies and above are taken as one anna and anything less than six pies is dropped.

Calculated rates.

| Rate per maund | Rate per ton | Rate per maund | Rate per ton | Rate per maund | Rate per ton |
|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|
| Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| 0 7 4 | 12 7 7 | 0 10 3 | 17 7 0 | 0 13 2 | 22 6 5 |
| 0 7 5 | 12 9 11 | 0 10 4 | 17 9 3 | 0 13 3 | 22 8 8 |
| 0 7 6 | 12 12 2 | 0 10 5 | 17 11 7 | 0 13 4 | 22 10 11 |
| 0 7 7 | 12 14 5 | 0 10 6 | 17 13 10 | 0 13 5 | 22 13 2 |
| 0 7 8 | 13 0 8 | 0 10 7 | 18 0 1 | 0 13 6 | 22 15 6 |
| 0 7 9 | 13 2 11 | 0 10 8 | 18 2 4 | 0 13 7 | 23 1 9 |
| 0 7 10 | 13 5 3 | 0 10 9 | 18 4 7 | 0 13 8 | 23 4 0 |
| 0 7 11 | 13 7 6 | 0 10 10 | 18 6 11 | 0 13 9 | 23 6 3 |
| 0 8 0 | 13 9 9 | 0 10 11 | 18 9 2 | 0 13 10 | 23 8 7 |
| 0 8 1 | 13 12 0 | 0 11 0 | 18 11 5 | 0 13 11 | 23 10 10 |
| 0 8 2 | 13 14 4 | 0 11 1 | 18 13 8 | 0 14 0 | 23 13 1 |
| 0 8 3 | 14 0 7 | 0 11 2 | 18 15 11 | 0 14 1 | 23 15 4 |
| 0 8 4 | 14 2 10 | 0 11 3 | 19 2 3 | 0 14 2 | 24 1 7 |
| 0 8 5 | 14 5 1 | 0 11 4 | 19 4 6 | 0 14 3 | 24 3 11 |
| 0 8 6 | 14 7 4 | 0 11 5 | 19 6 9 | 0 14 4 | 24 6 2 |
| 0 8 7 | 14 9 8 | 0 11 6 | 19 9 0 | 0 14 5 | 24 8 5 |
| 0 8 8 | 14 11 11 | 0 11 7 | 19 11 4 | 0 14 6 | 24 10 |
| 0 8 9 | 14 14 2 | 0 11 8 | 19 13 7 | 0 14 7 | 24 13 0 |
| 0 8 10 | 15 0 5 | 0 11 9 | 19 15 10 | 0 14 8 | 24 15 3 |
| 0 8 11 | 15 2 9 | 0 11 10 | 20 2 1 | 0 14 9 | 25 1 6 |
| 0 9 0 | 15 5 0 | 0 11 11 | 20 4 4 | 0 14 10 | 25 3 9 |
| 0 9 1 | 15 7 3 | 0 12 0 | 20 6 8 | 0 14 11 | 25 6 0 |
| 0 9 2 | 15 9 6 | 0 12 1 | 20 8 11 | 0 15 0 | 25 8 4 |
| 0 9 3 | 15 11 9 | 0 12 2 | 20 11 2 | 0 15 1 | 25 10 7 |
| 0 9 4 | 15 14 1 | 0 12 3 | 20 13 5 | 0 15 2 | 25 12 10 |
| 0 9 5 | 16 0 4 | 0 12 4 | 20 15 9 | 0 15 3 | 25 15 1 |
| 0 9 6 | 16 2 7 | 0 12 5 | 21 2 0 | 0 15 4 | 26 1 4 |
| 0 9 7 | 16 4 10 | 0 12 6 | 21 4 3 | 0 15 5 | 26 3 8 |
| 0 9 8 | 16 7 2 | 0 12 7 | 21 6 6 | 0 15 6 | 26 5 11 |
| 0 9 9 | 16 9 5 | 0 12 8 | 21 8 9 | 0 15 7 | 26 8 2 |
| 0 9 10 | 16 11 8 | 0 12 9 | 21 11 1 | 0 15 8 | 26 10 5 |
| 0 9 11 | 16 13 11 | 0 12 10 | 21 13 4 | 0 15 9 | 26 12 9 |
| 0 10 0 | 17 0 2 | 0 12 11 | 21 15 7 | 0 15 10 | 26 15 0 |
| 0 10 1 | 17 2 6 | 0 13 0 | 22 1 10 | 0 15 11 | 27 1 3 |
| 0 10 2 | 17 4 9 | 0 13 1 | 22 4 2 | 1 0 0 | 27 3 6 |

Note—Where the per ton rates are required to be rounded off to annas, six pias and above are taken as one anna and anything less than six pias is dropped.

RECKONER

Showing in—(a) **Column I**—The equivalent of freight charges (inclusive of terminals, transshipment and other extra charges) in Rupees only calculated at the existing Tariff rates on each individual consignment of Coal, Coke and Patent Fuel booked under one invoice.

(b) **Column II**—The amount of surcharge due at $12\frac{1}{2}$ per cent. of the total freight charges (inclusive of terminals, transshipment and other extra charges).

N. B.—The amount of surcharge at the rate of $12\frac{1}{2}$ per cent. of the total freight charges as shown in column II of this reckoner is correctly leviable in all cases where such total freight charges have been calculated at a rate per ton up to but not exceeding of Rs. 7-15-11 (including terminals, transshipment, ferry, siding, out-agency and other extra charges due but excluding the toll charges). Where, however, the rate per ton is Rs. 8/- or more, the surcharge must invariably be levied at the rate of Re. 1/- per ton on the weight for charge of the consignment.

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|--------------------------------------------------|------------------------------------------|--------------------------------------------------|------------------------------------------|--------------------------------------------------|------------------------------------------|--------------------------------------------------|------------------------------------------|--------------------------------------------------|------------------------------------------|--------------------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Surcharge at $12\frac{1}{2}$ per cent. | Equivalent of Freight charges in Rupees. | Amount of Surcharge at $12\frac{1}{2}$ per cent. | Equivalent of Freight charges in Rupees. | Amount of Surcharge at $12\frac{1}{2}$ per cent. | Equivalent of Freight charges in Rupees. | Amount of Surcharge at $12\frac{1}{2}$ per cent. | Equivalent of Freight charges in Rupees. | Amount of Surcharge at $12\frac{1}{2}$ per cent. | Equivalent of Freight charges in Rupees. | Amount of Surcharge at $12\frac{1}{2}$ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 1 | 0 2 | 36 | 4 8 | 71 | 8 14 | 106 | 13 4 | 141 | 17 10 | 176 | 22 0 |
| 2 | 0 4 | 37 | 4 10 | 72 | 9 0 | 107 | 13 6 | 142 | 17 12 | 177 | 22 2 |
| 3 | 0 6 | 38 | 4 12 | 73 | 9 2 | 108 | 13 8 | 143 | 17 14 | 178 | 22 4 |
| 4 | 0 8 | 39 | 4 14 | 74 | 9 4 | 109 | 13 10 | 144 | 18 0 | 179 | 22 6 |
| 5 | 0 10 | 40 | 5 0 | 75 | 9 6 | 110 | 13 12 | 145 | 18 2 | 180 | 22 8 |
| 6 | 0 12 | 41 | 5 2 | 76 | 9 8 | 111 | 13 14 | 146 | 18 4 | 181 | 22 10 |
| 7 | 0 14 | 42 | 5 4 | 77 | 9 10 | 112 | 14 0 | 147 | 18 6 | 182 | 22 12 |
| 8 | 1 0 | 43 | 5 6 | 78 | 9 12 | 113 | 14 2 | 148 | 18 8 | 183 | 22 14 |
| 9 | 1 2 | 44 | 5 8 | 79 | 9 14 | 114 | 14 4 | 149 | 18 10 | 184 | 23 0 |
| 10 | 1 4 | 45 | 5 10 | 80 | 10 0 | 115 | 14 6 | 150 | 18 12 | 185 | 23 2 |
| 11 | 1 6 | 46 | 5 12 | 81 | 10 2 | 116 | 14 8 | 151 | 18 14 | 186 | 23 4 |
| 12 | 1 8 | 47 | 5 14 | 82 | 10 4 | 117 | 14 10 | 152 | 19 0 | 187 | 23 6 |
| 13 | 1 10 | 48 | 6 0 | 83 | 10 6 | 118 | 14 12 | 153 | 19 2 | 188 | 23 8 |
| 14 | 1 12 | 49 | 6 2 | 84 | 10 8 | 119 | 14 14 | 154 | 19 4 | 189 | 23 10 |
| 15 | 1 14 | 50 | 6 4 | 85 | 10 10 | 120 | 15 0 | 155 | 19 6 | 190 | 23 12 |
| 16 | 2 0 | 51 | 6 6 | 86 | 10 12 | 121 | 15 2 | 156 | 19 8 | 191 | 23 14 |
| 17 | 2 2 | 52 | 6 8 | 87 | 10 14 | 122 | 15 4 | 157 | 19 10 | 192 | 24 0 |
| 18 | 2 4 | 53 | 6 10 | 88 | 11 0 | 123 | 15 6 | 158 | 19 12 | 193 | 24 2 |
| 19 | 2 6 | 54 | 6 12 | 89 | 11 2 | 124 | 15 8 | 159 | 19 14 | 194 | 24 4 |
| 20 | 2 8 | 55 | 6 14 | 90 | 11 4 | 125 | 15 10 | 160 | 20 0 | 195 | 24 6 |
| 21 | 2 10 | 56 | 7 0 | 91 | 11 6 | 126 | 15 12 | 161 | 20 2 | 196 | 24 8 |
| 22 | 2 12 | 57 | 7 2 | 92 | 11 8 | 127 | 15 14 | 162 | 20 4 | 197 | 24 10 |
| 23 | 2 14 | 58 | 7 4 | 93 | 11 10 | 128 | 16 0 | 163 | 20 6 | 198 | 24 12 |
| 24 | 3 0 | 59 | 7 6 | 94 | 11 12 | 129 | 16 2 | 164 | 20 8 | 199 | 24 14 |
| 25 | 3 2 | 60 | 7 8 | 95 | 11 14 | 130 | 16 4 | 165 | 20 10 | 200 | 25 0 |
| 26 | 3 4 | 61 | 7 10 | 96 | 12 0 | 131 | 16 6 | 166 | 20 12 | 201 | 25 2 |
| 27 | 3 6 | 62 | 7 12 | 97 | 12 2 | 132 | 16 8 | 167 | 20 14 | 202 | 25 4 |
| 28 | 3 8 | 63 | 7 14 | 98 | 12 4 | 133 | 16 10 | 168 | 21 0 | 203 | 25 6 |
| 29 | 3 10 | 64 | 8 0 | 99 | 12 6 | 134 | 16 12 | 169 | 21 2 | 204 | 25 8 |
| 30 | 3 12 | 65 | 8 2 | 100 | 12 8 | 135 | 16 14 | 170 | 21 4 | 205 | 25 10 |
| 31 | 3 14 | 66 | 8 4 | 101 | 12 10 | 136 | 17 0 | 171 | 21 6 | 206 | 25 12 |
| 32 | 4 0 | 67 | 8 6 | 102 | 12 12 | 137 | 17 2 | 172 | 21 8 | 207 | 25 14 |
| 33 | 4 2 | 68 | 8 8 | 103 | 12 14 | 138 | 17 4 | 173 | 21 10 | 208 | 26 0 |
| 34 | 4 4 | 69 | 8 10 | 104 | 13 0 | 139 | 17 6 | 174 | 21 12 | 209 | 26 2 |
| 35 | 4 6 | 70 | 8 12 | 105 | 13 2 | 140 | 17 8 | 175 | 21 14 | 210 | 26 4 |

| Col. I | Col. II | Col. I | Col. II. | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 211 | 26 6 | 256 | 32 0 | 301 | 37 10 | 346 | 43 4 | 391 | 48 14 | 436 | 54 8 |
| 212 | 26 8 | 257 | 32 2 | 302 | 37 12 | 347 | 43 6 | 392 | 49 0 | 437 | 54 10 |
| 213 | 26 10 | 258 | 32 4 | 303 | 37 14 | 348 | 43 8 | 393 | 49 2 | 438 | 54 12 |
| 214 | 26 12 | 259 | 32 6 | 304 | 38 0 | 349 | 43 10 | 394 | 49 4 | 439 | 54 14 |
| 215 | 26 14 | 260 | 32 8 | 305 | 38 2 | 350 | 43 12 | 395 | 49 6 | 440 | 55 0 |
| 216 | 27 0 | 261 | 32 10 | 306 | 38 4 | 351 | 43 14 | 396 | 49 8 | 441 | 55 2 |
| 217 | 27 2 | 262 | 32 12 | 307 | 38 6 | 352 | 44 0 | 397 | 49 10 | 442 | 55 4 |
| 218 | 27 4 | 263 | 32 14 | 308 | 38 8 | 353 | 44 2 | 398 | 49 12 | 443 | 55 6 |
| 219 | 27 6 | 264 | 33 0 | 309 | 38 10 | 354 | 44 4 | 399 | 49 14 | 444 | 55 8 |
| 220 | 27 8 | 265 | 33 2 | 310 | 38 12 | 355 | 44 6 | 400 | 50 0 | 445 | 55 10 |
| 221 | 27 10 | 266 | 33 4 | 311 | 38 14 | 356 | 44 8 | 401 | 50 2 | 446 | 55 12 |
| 222 | 27 12 | 267 | 33 6 | 312 | 39 0 | 357 | 44 10 | 402 | 50 4 | 447 | 55 14 |
| 223 | 27 14 | 268 | 33 8 | 313 | 39 2 | 358 | 44 12 | 403 | 50 6 | 448 | 56 0 |
| 224 | 28 0 | 269 | 33 10 | 314 | 39 4 | 359 | 44 14 | 404 | 50 8 | 449 | 56 2 |
| 225 | 28 2 | 270 | 33 12 | 315 | 39 6 | 360 | 45 0 | 405 | 50 10 | 450 | 56 4 |
| 226 | 28 4 | 271 | 33 14 | 316 | 39 8 | 361 | 45 2 | 406 | 50 12 | 451 | 56 6 |
| 227 | 28 6 | 272 | 34 0 | 317 | 39 10 | 362 | 45 4 | 407 | 50 14 | 452 | 56 8 |
| 228 | 28 8 | 273 | 34 2 | 318 | 39 12 | 363 | 45 6 | 408 | 51 0 | 453 | 56 10 |
| 229 | 28 10 | 274 | 34 4 | 319 | 39 14 | 364 | 45 8 | 409 | 51 2 | 454 | 56 12 |
| 230 | 28 12 | 275 | 34 6 | 320 | 40 0 | 365 | 45 10 | 410 | 51 4 | 455 | 56 14 |
| 231 | 28 14 | 276 | 34 8 | 321 | 40 2 | 366 | 45 12 | 411 | 51 6 | 456 | 57 0 |
| 232 | 29 0 | 277 | 34 10 | 322 | 40 4 | 367 | 45 14 | 412 | 51 8 | 457 | 57 2 |
| 233 | 29 2 | 278 | 34 12 | 323 | 40 6 | 368 | 46 0 | 413 | 51 10 | 458 | 57 4 |
| 234 | 29 4 | 279 | 34 14 | 324 | 40 8 | 369 | 46 2 | 414 | 51 12 | 459 | 57 6 |
| 235 | 29 6 | 280 | 35 0 | 325 | 40 10 | 370 | 46 4 | 415 | 51 14 | 460 | 57 8 |
| 236 | 29 8 | 281 | 35 2 | 326 | 40 12 | 371 | 46 6 | 416 | 52 0 | 461 | 57 10 |
| 237 | 29 10 | 282 | 35 4 | 327 | 40 14 | 372 | 46 8 | 417 | 52 2 | 462 | 57 12 |
| 238 | 29 12 | 283 | 35 6 | 328 | 41 0 | 373 | 46 10 | 418 | 52 4 | 463 | 57 14 |
| 239 | 29 14 | 284 | 35 8 | 329 | 41 2 | 374 | 46 12 | 419 | 52 6 | 464 | 58 0 |
| 240 | 30 0 | 285 | 35 10 | 330 | 41 4 | 375 | 46 14 | 420 | 52 8 | 465 | 58 2 |
| 241 | 30 2 | 286 | 35 12 | 331 | 41 6 | 376 | 47 0 | 421 | 52 10 | 466 | 58 4 |
| 242 | 30 4 | 287 | 35 14 | 332 | 41 8 | 377 | 47 2 | 422 | 52 12 | 467 | 58 6 |
| 243 | 30 6 | 288 | 36 0 | 333 | 41 10 | 378 | 47 4 | 423 | 52 14 | 468 | 58 8 |
| 244 | 30 8 | 289 | 36 2 | 334 | 41 12 | 379 | 47 6 | 424 | 53 0 | 469 | 58 10 |
| 245 | 30 10 | 290 | 36 4 | 335 | 41 14 | 380 | 47 8 | 425 | 53 2 | 470 | 58 12 |
| 246 | 30 12 | 291 | 36 6 | 336 | 42 0 | 381 | 47 10 | 426 | 53 4 | 471 | 58 14 |
| 247 | 30 14 | 292 | 36 8 | 337 | 42 2 | 382 | 47 12 | 427 | 53 6 | 472 | 59 0 |
| 248 | 31 0 | 293 | 36 10 | 338 | 42 4 | 383 | 47 14 | 428 | 53 8 | 473 | 59 2 |
| 249 | 31 2 | 294 | 36 12 | 339 | 42 6 | 384 | 48 0 | 429 | 53 10 | 474 | 59 4 |
| 250 | 31 4 | 295 | 36 14 | 340 | 42 8 | 385 | 48 2 | 430 | 53 12 | 475 | 59 6 |
| 251 | 31 6 | 296 | 37 0 | 341 | 42 10 | 386 | 48 4 | 431 | 53 14 | 476 | 59 8 |
| 252 | 31 8 | 297 | 37 2 | 342 | 42 12 | 387 | 48 6 | 432 | 54 0 | 477 | 59 10 |
| 253 | 31 10 | 298 | 37 4 | 343 | 42 14 | 388 | 48 8 | 433 | 54 2 | 478 | 59 12 |
| 254 | 31 12 | 299 | 37 6 | 344 | 43 0 | 389 | 48 10 | 434 | 54 4 | 479 | 59 14 |
| 255 | 31 14 | 300 | 37 8 | 345 | 43 2 | 390 | 48 12 | 435 | 54 6 | 480 | 60 0 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges In Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges In Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges In Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges In Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges In Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges In Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 481 | 60 2 | 526 | 65 12 | 571 | 71 6 | 616 | 77 0 | 661 | 82 10 | 706 | 88 4 |
| 482 | 60 4 | 527 | 65 14 | 572 | 71 8 | 617 | 77 2 | 662 | 82 12 | 707 | 88 6 |
| 483 | 60 6 | 528 | 66 0 | 573 | 71 10 | 618 | 77 4 | 663 | 82 14 | 708 | 88 8 |
| 484 | 60 8 | 529 | 66 2 | 574 | 71 12 | 619 | 77 6 | 664 | 83 0 | 709 | 88 10 |
| 485 | 60 10 | 530 | 66 4 | 575 | 71 14 | 620 | 77 8 | 665 | 83 2 | 710 | 88 12 |
| 486 | 60 12 | 531 | 66 6 | 576 | 72 0 | 621 | 77 10 | 666 | 83 4 | 711 | 88 14 |
| 487 | 60 14 | 532 | 66 8 | 577 | 72 2 | 622 | 77 12 | 667 | 83 6 | 712 | 89 0 |
| 488 | 61 0 | 533 | 66 10 | 578 | 72 4 | 623 | 77 14 | 668 | 83 8 | 713 | 89 2 |
| 489 | 61 2 | 534 | 66 12 | 579 | 72 6 | 624 | 78 0 | 669 | 83 10 | 714 | 89 4 |
| 490 | 61 4 | 535 | 66 14 | 580 | 72 8 | 625 | 78 2 | 670 | 83 12 | 715 | 89 6 |
| 491 | 61 6 | 536 | 67 0 | 581 | 72 10 | 626 | 78 4 | 671 | 83 14 | 716 | 89 8 |
| 492 | 61 8 | 537 | 67 2 | 582 | 72 12 | 627 | 78 6 | 672 | 84 0 | 717 | 89 10 |
| 493 | 61 10 | 538 | 67 4 | 583 | 72 14 | 628 | 78 8 | 673 | 84 2 | 718 | 89 12 |
| 494 | 61 12 | 539 | 67 6 | 584 | 73 0 | 629 | 78 10 | 674 | 84 4 | 719 | 89 14 |
| 495 | 61 14 | 540 | 67 8 | 585 | 73 2 | 630 | 78 12 | 675 | 84 6 | 720 | 90 0 |
| 496 | 62 0 | 541 | 67 10 | 586 | 73 4 | 631 | 78 14 | 676 | 84 8 | 721 | 90 2 |
| 497 | 62 2 | 542 | 67 12 | 587 | 73 6 | 632 | 79 0 | 677 | 84 10 | 722 | 90 4 |
| 498 | 62 4 | 543 | 67 14 | 588 | 73 8 | 633 | 79 2 | 678 | 84 12 | 723 | 90 6 |
| 499 | 62 6 | 544 | 68 0 | 589 | 73 10 | 634 | 79 4 | 679 | 84 14 | 724 | 90 8 |
| 500 | 62 8 | 545 | 68 2 | 590 | 73 12 | 635 | 79 6 | 680 | 85 0 | 725 | 90 10 |
| 501 | 62 10 | 546 | 68 4 | 591 | 73 14 | 636 | 79 8 | 681 | 85 2 | 726 | 90 12 |
| 502 | 62 12 | 547 | 68 6 | 592 | 74 0 | 637 | 79 10 | 682 | 85 4 | 727 | 90 14 |
| 503 | 62 14 | 548 | 68 8 | 593 | 74 2 | 638 | 79 12 | 683 | 85 6 | 728 | 91 0 |
| 504 | 63 0 | 549 | 68 10 | 594 | 74 4 | 639 | 79 14 | 684 | 85 8 | 729 | 91 2 |
| 505 | 63 2 | 550 | 68 12 | 595 | 74 6 | 640 | 80 0 | 685 | 85 10 | 730 | 91 4 |
| 506 | 63 4 | 551 | 68 14 | 596 | 74 8 | 641 | 80 2 | 686 | 85 12 | 731 | 91 6 |
| 507 | 63 6 | 552 | 69 0 | 597 | 74 10 | 642 | 80 4 | 687 | 85 14 | 732 | 91 8 |
| 508 | 63 8 | 553 | 69 2 | 598 | 74 12 | 643 | 80 6 | 688 | 86 0 | 733 | 91 10 |
| 509 | 63 10 | 554 | 69 4 | 599 | 74 14 | 644 | 80 8 | 689 | 86 2 | 734 | 91 12 |
| 510 | 63 12 | 555 | 69 6 | 600 | 75 0 | 645 | 80 10 | 690 | 86 4 | 735 | 91 14 |
| 511 | 63 14 | 556 | 69 8 | 601 | 75 2 | 646 | 80 12 | 691 | 86 6 | 736 | 92 0 |
| 512 | 64 0 | 557 | 69 10 | 602 | 75 4 | 647 | 80 14 | 692 | 86 8 | 737 | 92 2 |
| 513 | 64 2 | 558 | 69 12 | 603 | 75 6 | 648 | 81 0 | 693 | 86 10 | 738 | 92 4 |
| 514 | 64 4 | 559 | 69 14 | 604 | 75 8 | 649 | 81 2 | 694 | 86 12 | 739 | 92 6 |
| 515 | 64 6 | 560 | 70 0 | 605 | 75 10 | 650 | 81 4 | 695 | 86 14 | 740 | 92 8 |
| 516 | 64 8 | 561 | 70 2 | 606 | 75 12 | 651 | 81 6 | 696 | 87 0 | 741 | 92 10 |
| 517 | 64 10 | 562 | 70 4 | 607 | 75 14 | 652 | 81 8 | 697 | 87 2 | 742 | 92 12 |
| 518 | 64 12 | 563 | 70 6 | 608 | 76 0 | 653 | 81 10 | 698 | 87 4 | 743 | 92 14 |
| 519 | 64 14 | 564 | 70 8 | 609 | 76 2 | 654 | 81 12 | 699 | 87 6 | 744 | 93 0 |
| 520 | 65 0 | 565 | 70 10 | 610 | 76 4 | 655 | 81 14 | 700 | 87 8 | 745 | 93 2 |
| 521 | 65 2 | 566 | 70 12 | 611 | 76 6 | 656 | 82 0 | 701 | 87 10 | 746 | 93 4 |
| 522 | 65 4 | 567 | 70 14 | 612 | 76 8 | 657 | 82 2 | 702 | 87 12 | 747 | 93 6 |
| 523 | 65 6 | 568 | 71 0 | 613 | 76 10 | 658 | 82 4 | 703 | 87 14 | 748 | 93 8 |
| 524 | 65 8 | 569 | 71 2 | 614 | 76 12 | 659 | 82 6 | 704 | 88 0 | 749 | 93 10 |
| 525 | 65 10 | 570 | 71 4 | 615 | 76 14 | 660 | 82 8 | 705 | 88 2 | 750 | 93 12 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 751 | 93 14 | 796 | 99 8 | 841 | 105 2 | 886 | 110 12 | 931 | 116 6 | 976 | 122 0 |
| 752 | 94 0 | 797 | 99 10 | 842 | 105 4 | 887 | 110 14 | 932 | 116 8 | 977 | 122 2 |
| 753 | 94 2 | 798 | 99 12 | 843 | 105 6 | 888 | 111 0 | 933 | 116 10 | 978 | 122 4 |
| 754 | 94 4 | 799 | 99 14 | 844 | 105 8 | 889 | 111 2 | 934 | 116 12 | 979 | 122 6 |
| 755 | 94 6 | 800 | 100 0 | 845 | 105 10 | 890 | 111 4 | 935 | 116 14 | 980 | 122 8 |
| 756 | 94 8 | 801 | 100 2 | 846 | 105 12 | 891 | 111 6 | 936 | 117 0 | 981 | 122 10 |
| 757 | 94 10 | 802 | 100 4 | 847 | 105 14 | 892 | 111 8 | 937 | 117 2 | 982 | 122 12 |
| 758 | 94 12 | 803 | 100 6 | 848 | 106 0 | 893 | 111 10 | 938 | 117 4 | 983 | 122 14 |
| 759 | 94 14 | 804 | 100 8 | 849 | 106 2 | 894 | 111 12 | 939 | 117 6 | 984 | 123 0 |
| 760 | 95 0 | 805 | 100 10 | 850 | 106 4 | 895 | 111 14 | 940 | 117 8 | 985 | 123 2 |
| 761 | 95 2 | 806 | 100 12 | 851 | 106 6 | 896 | 112 0 | 941 | 117 10 | 986 | 123 4 |
| 762 | 95 4 | 807 | 100 14 | 852 | 106 8 | 897 | 112 2 | 942 | 117 12 | 987 | 123 6 |
| 763 | 95 6 | 808 | 101 0 | 853 | 106 10 | 898 | 112 4 | 943 | 117 14 | 988 | 123 8 |
| 764 | 95 8 | 809 | 101 2 | 854 | 106 12 | 899 | 112 6 | 944 | 118 0 | 989 | 123 10 |
| 765 | 95 10 | 810 | 101 4 | 855 | 106 14 | 900 | 112 8 | 945 | 118 2 | 990 | 123 12 |
| 766 | 95 12 | 811 | 101 6 | 856 | 107 0 | 901 | 112 10 | 946 | 118 4 | 991 | 123 14 |
| 767 | 95 14 | 812 | 101 8 | 857 | 107 2 | 902 | 112 12 | 947 | 118 6 | 992 | 124 0 |
| 768 | 96 0 | 813 | 101 10 | 858 | 107 4 | 903 | 112 14 | 948 | 118 8 | 993 | 124 2 |
| 769 | 96 2 | 814 | 101 12 | 859 | 107 6 | 904 | 113 0 | 949 | 118 10 | 994 | 124 4 |
| 770 | 96 4 | 815 | 101 14 | 860 | 107 8 | 905 | 113 2 | 950 | 118 12 | 995 | 124 6 |
| 771 | 96 6 | 816 | 102 0 | 861 | 107 10 | 906 | 113 4 | 951 | 118 14 | 996 | 124 8 |
| 772 | 96 8 | 817 | 102 2 | 862 | 107 12 | 907 | 113 6 | 952 | 119 0 | 997 | 124 10 |
| 773 | 96 10 | 818 | 102 4 | 863 | 107 14 | 908 | 113 8 | 953 | 119 2 | 998 | 124 12 |
| 774 | 96 12 | 819 | 102 6 | 864 | 108 0 | 909 | 113 10 | 954 | 119 4 | 999 | 124 14 |
| 775 | 96 14 | 820 | 102 8 | 865 | 108 2 | 910 | 113 12 | 955 | 119 6 | 1,000 | 125 0 |
| 776 | 97 0 | 821 | 102 10 | 866 | 108 4 | 911 | 113 14 | 956 | 119 8 | 1,001 | 125 2 |
| 777 | 97 2 | 822 | 102 12 | 867 | 108 6 | 912 | 114 0 | 957 | 119 10 | 1,002 | 125 4 |
| 778 | 97 4 | 823 | 102 14 | 868 | 108 8 | 913 | 114 2 | 958 | 119 12 | 1,003 | 125 6 |
| 779 | 97 6 | 824 | 103 0 | 869 | 108 10 | 914 | 114 4 | 959 | 119 14 | 1,004 | 125 8 |
| 780 | 97 8 | 825 | 103 2 | 870 | 108 12 | 915 | 114 6 | 960 | 120 0 | 1,005 | 125 10 |
| 781 | 97 10 | 826 | 103 4 | 871 | 108 14 | 916 | 114 8 | 961 | 120 2 | 1,006 | 125 12 |
| 782 | 97 12 | 827 | 103 6 | 872 | 109 0 | 917 | 114 10 | 962 | 120 4 | 1,007 | 125 14 |
| 783 | 97 14 | 828 | 103 8 | 873 | 109 2 | 918 | 114 12 | 963 | 120 6 | 1,008 | 126 0 |
| 784 | 98 0 | 829 | 103 10 | 874 | 109 4 | 919 | 114 14 | 964 | 120 8 | 1,009 | 126 2 |
| 785 | 98 2 | 830 | 103 12 | 875 | 109 6 | 920 | 115 0 | 965 | 120 10 | 1,010 | 126 4 |
| 786 | 98 4 | 831 | 103 14 | 876 | 109 8 | 921 | 115 2 | 966 | 120 12 | 1,011 | 126 6 |
| 787 | 98 6 | 832 | 104 0 | 877 | 109 10 | 922 | 115 4 | 967 | 120 14 | 1,012 | 126 8 |
| 788 | 98 8 | 833 | 104 2 | 878 | 109 12 | 923 | 115 6 | 968 | 121 0 | 1,013 | 126 10 |
| 789 | 98 10 | 834 | 104 4 | 879 | 109 14 | 924 | 115 8 | 969 | 121 2 | 1,014 | 126 12 |
| 790 | 98 12 | 835 | 104 6 | 880 | 110 0 | 925 | 115 10 | 970 | 121 4 | 1,015 | 126 14 |
| 791 | 98 14 | 836 | 104 8 | 881 | 110 2 | 926 | 115 12 | 971 | 121 6 | 1,016 | 127 0 |
| 792 | 99 0 | 837 | 104 10 | 882 | 110 4 | 927 | 115 14 | 972 | 121 8 | 1,017 | 127 2 |
| 793 | 99 2 | 838 | 104 12 | 883 | 110 6 | 928 | 116 0 | 973 | 121 10 | 1,018 | 127 4 |
| 794 | 99 4 | 839 | 104 14 | 884 | 110 8 | 929 | 116 2 | 974 | 121 12 | 1,019 | 127 6 |
| 795 | 99 6 | 840 | 105 0 | 885 | 110 10 | 930 | 116 4 | 975 | 121 14 | 1,020 | 127 8 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 1,021 | 127 10 | 1,066 | 133 4 | 1,111 | 138 14 | 1,156 | 144 8 | 1,201 | 150 2 | 1,246 | 155 12 |
| 1,022 | 127 12 | 1,067 | 133 6 | 1,112 | 139 0 | 1,157 | 144 10 | 1,202 | 150 4 | 1,247 | 155 14 |
| 1,023 | 127 14 | 1,068 | 133 8 | 1,113 | 139 2 | 1,158 | 144 12 | 1,203 | 150 6 | 1,248 | 156 0 |
| 1,024 | 128 0 | 1,069 | 133 10 | 1,114 | 139 4 | 1,159 | 144 14 | 1,204 | 150 8 | 1,249 | 156 2 |
| 1,025 | 128 2 | 1,070 | 133 12 | 1,115 | 139 6 | 1,160 | 145 0 | 1,205 | 150 10 | 1,250 | 156 4 |
| 1,026 | 128 4 | 1,071 | 133 14 | 1,116 | 139 8 | 1,161 | 145 2 | 1,206 | 150 12 | 1,251 | 156 6 |
| 1,027 | 128 6 | 1,072 | 134 0 | 1,117 | 139 10 | 1,162 | 145 4 | 1,207 | 150 14 | 1,252 | 156 8 |
| 1,028 | 128 8 | 1,073 | 134 2 | 1,118 | 139 12 | 1,163 | 145 6 | 1,208 | 151 0 | 1,253 | 156 10 |
| 1,029 | 128 10 | 1,074 | 134 4 | 1,119 | 139 14 | 1,164 | 145 8 | 1,209 | 151 2 | 1,254 | 156 12 |
| 1,030 | 128 12 | 1,075 | 134 6 | 1,120 | 140 0 | 1,165 | 145 10 | 1,210 | 151 4 | 1,255 | 156 14 |
| 1,031 | 128 14 | 1,076 | 134 8 | 1,121 | 140 2 | 1,166 | 145 12 | 1,211 | 151 6 | 1,256 | 157 0 |
| 1,032 | 129 0 | 1,077 | 134 10 | 1,122 | 140 4 | 1,167 | 145 14 | 1,212 | 151 8 | 1,257 | 157 2 |
| 1,033 | 129 2 | 1,078 | 134 12 | 1,123 | 140 6 | 1,168 | 146 0 | 1,213 | 151 10 | 1,258 | 157 4 |
| 1,034 | 129 4 | 1,079 | 134 14 | 1,124 | 140 8 | 1,169 | 146 2 | 1,214 | 151 12 | 1,259 | 157 6 |
| 1,035 | 129 6 | 1,080 | 135 0 | 1,125 | 140 10 | 1,170 | 146 4 | 1,215 | 151 14 | 1,260 | 157 8 |
| 1,036 | 129 8 | 1,081 | 135 2 | 1,126 | 140 12 | 1,171 | 146 6 | 1,216 | 152 0 | 1,261 | 157 10 |
| 1,037 | 129 10 | 1,082 | 135 4 | 1,127 | 140 14 | 1,172 | 146 8 | 1,217 | 152 2 | 1,262 | 157 12 |
| 1,038 | 129 12 | 1,083 | 135 6 | 1,128 | 141 0 | 1,173 | 146 10 | 1,218 | 152 4 | 1,263 | 157 14 |
| 1,039 | 129 14 | 1,084 | 135 8 | 1,129 | 141 2 | 1,174 | 146 12 | 1,219 | 152 6 | 1,264 | 158 0 |
| 1,040 | 130 0 | 1,085 | 135 10 | 1,130 | 141 4 | 1,175 | 146 14 | 1,220 | 152 8 | 1,265 | 158 2 |
| 1,041 | 130 2 | 1,086 | 135 12 | 1,131 | 141 6 | 1,176 | 147 0 | 1,221 | 152 10 | 1,266 | 158 4 |
| 1,042 | 130 4 | 1,087 | 135 14 | 1,132 | 141 8 | 1,177 | 147 2 | 1,222 | 152 12 | 1,267 | 158 6 |
| 1,043 | 130 6 | 1,088 | 136 0 | 1,133 | 141 10 | 1,178 | 147 4 | 1,223 | 152 14 | 1,268 | 158 8 |
| 1,044 | 130 8 | 1,089 | 136 2 | 1,134 | 141 12 | 1,179 | 147 6 | 1,224 | 153 0 | 1,269 | 158 10 |
| 1,045 | 130 10 | 1,090 | 136 4 | 1,135 | 141 14 | 1,180 | 147 8 | 1,225 | 153 2 | 1,270 | 158 12 |
| 1,046 | 130 12 | 1,091 | 136 6 | 1,136 | 142 0 | 1,181 | 147 10 | 1,226 | 153 4 | 1,271 | 158 14 |
| 1,047 | 130 14 | 1,092 | 136 8 | 1,137 | 142 2 | 1,182 | 147 12 | 1,227 | 153 6 | 1,272 | 159 0 |
| 1,048 | 131 0 | 1,093 | 136 10 | 1,138 | 142 4 | 1,183 | 147 14 | 1,228 | 153 8 | 1,273 | 159 2 |
| 1,049 | 131 2 | 1,094 | 136 12 | 1,139 | 142 6 | 1,184 | 148 0 | 1,229 | 153 10 | 1,274 | 159 4 |
| 1,050 | 131 4 | 1,095 | 136 14 | 1,140 | 142 8 | 1,185 | 148 2 | 1,230 | 153 12 | 1,275 | 159 6 |
| 1,051 | 131 6 | 1,096 | 137 0 | 1,141 | 142 10 | 1,186 | 148 4 | 1,231 | 153 14 | 1,276 | 159 8 |
| 1,052 | 131 8 | 1,097 | 137 2 | 1,142 | 142 12 | 1,187 | 148 6 | 1,232 | 154 0 | 1,277 | 159 10 |
| 1,053 | 131 10 | 1,098 | 137 4 | 1,143 | 142 14 | 1,188 | 148 8 | 1,233 | 154 2 | 1,278 | 159 12 |
| 1,054 | 131 12 | 1,099 | 137 6 | 1,144 | 143 0 | 1,189 | 148 10 | 1,234 | 154 4 | 1,279 | 159 14 |
| 1,055 | 131 14 | 1,100 | 137 8 | 1,145 | 143 2 | 1,190 | 148 12 | 1,235 | 154 6 | 1,280 | 160 0 |
| 1,056 | 132 0 | 1,101 | 137 10 | 1,146 | 143 4 | 1,191 | 148 14 | 1,236 | 154 8 | 1,281 | 160 2 |
| 1,057 | 132 2 | 1,102 | 137 12 | 1,147 | 143 6 | 1,192 | 149 0 | 1,237 | 154 10 | 1,282 | 160 4 |
| 1,058 | 132 4 | 1,103 | 137 14 | 1,148 | 143 8 | 1,193 | 149 2 | 1,238 | 154 12 | 1,283 | 160 6 |
| 1,059 | 132 6 | 1,104 | 138 0 | 1,149 | 143 10 | 1,194 | 149 4 | 1,239 | 154 14 | 1,284 | 160 8 |
| 1,060 | 132 8 | 1,105 | 138 2 | 1,150 | 143 12 | 1,195 | 149 6 | 1,240 | 155 0 | 1,285 | 160 10 |
| 1,061 | 132 10 | 1,106 | 138 4 | 1,151 | 143 14 | 1,196 | 149 8 | 1,241 | 155 2 | 1,286 | 160 12 |
| 1,062 | 132 12 | 1,107 | 138 6 | 1,152 | 144 0 | 1,197 | 149 10 | 1,242 | 155 4 | 1,287 | 160 14 |
| 1,063 | 132 14 | 1,108 | 138 8 | 1,153 | 144 2 | 1,198 | 149 12 | 1,243 | 155 6 | 1,288 | 161 0 |
| 1,064 | 133 0 | 1,109 | 138 10 | 1,154 | 144 4 | 1,199 | 149 14 | 1,244 | 155 8 | 1,289 | 161 2 |
| 1,065 | 133 2 | 1,110 | 138 12 | 1,155 | 144 6 | 1,200 | 150 0 | 1,245 | 155 10 | 1,290 | 161 4 |

| Col. I. | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 1,291 | 161 6 | 1,336 | 167 0 | 1,381 | 172 10 | 1,426 | 178 4 | 1,471 | 183 14 | 1,516 | 189 8 |
| 1,292 | 161 8 | 1,337 | 167 2 | 1,382 | 172 12 | 1,427 | 178 6 | 1,472 | 184 0 | 1,517 | 189 10 |
| 1,293 | 161 10 | 1,338 | 167 4 | 1,383 | 172 14 | 1,428 | 178 8 | 1,473 | 184 2 | 1,518 | 189 12 |
| 1,294 | 161 12 | 1,339 | 167 6 | 1,384 | 173 0 | 1,429 | 178 10 | 1,474 | 184 4 | 1,519 | 189 14 |
| 1,295 | 161 14 | 1,340 | 167 8 | 1,385 | 173 2 | 1,430 | 178 12 | 1,475 | 184 6 | 1,520 | 190 0 |
| 1,296 | 162 0 | 1,341 | 167 10 | 1,386 | 173 4 | 1,431 | 178 14 | 1,476 | 184 8 | 1,521 | 190 2 |
| 1,297 | 162 2 | 1,342 | 167 12 | 1,387 | 173 6 | 1,432 | 179 0 | 1,477 | 184 10 | 1,522 | 190 4 |
| 1,298 | 162 4 | 1,343 | 167 14 | 1,388 | 173 8 | 1,433 | 179 2 | 1,478 | 184 12 | 1,523 | 190 6 |
| 1,299 | 162 6 | 1,344 | 168 0 | 1,389 | 173 10 | 1,434 | 179 4 | 1,479 | 184 14 | 1,524 | 190 8 |
| 1,300 | 162 8 | 1,345 | 168 2 | 1,390 | 173 12 | 1,435 | 179 6 | 1,480 | 185 0 | 1,525 | 190 10 |
| 1,301 | 162 10 | 1,346 | 168 4 | 1,391 | 173 14 | 1,436 | 179 8 | 1,481 | 185 2 | 1,526 | 190 12 |
| 1,302 | 162 12 | 1,347 | 168 6 | 1,392 | 174 0 | 1,437 | 179 10 | 1,482 | 185 4 | 1,527 | 190 14 |
| 1,303 | 162 14 | 1,348 | 168 8 | 1,393 | 174 2 | 1,438 | 179 12 | 1,483 | 185 6 | 1,528 | 191 0 |
| 1,304 | 163 0 | 1,349 | 168 10 | 1,394 | 174 4 | 1,439 | 179 14 | 1,484 | 185 8 | 1,529 | 191 2 |
| 1,305 | 163 2 | 1,350 | 168 12 | 1,395 | 174 6 | 1,440 | 180 0 | 1,485 | 185 10 | 1,530 | 191 4 |
| 1,306 | 163 4 | 1,351 | 168 14 | 1,396 | 174 8 | 1,441 | 180 2 | 1,486 | 185 12 | 1,531 | 191 6 |
| 1,307 | 163 6 | 1,352 | 169 0 | 1,397 | 174 10 | 1,442 | 180 4 | 1,487 | 185 14 | 1,532 | 191 8 |
| 1,308 | 163 8 | 1,353 | 169 2 | 1,398 | 174 12 | 1,443 | 180 6 | 1,488 | 186 0 | 1,533 | 191 10 |
| 1,309 | 163 10 | 1,354 | 169 4 | 1,399 | 174 14 | 1,444 | 180 8 | 1,489 | 186 2 | 1,534 | 191 12 |
| 1,310 | 163 12 | 1,355 | 169 6 | 1,400 | 175 0 | 1,445 | 180 10 | 1,490 | 186 4 | 1,535 | 191 14 |
| 1,311 | 163 14 | 1,356 | 169 8 | 1,401 | 175 2 | 1,446 | 180 12 | 1,491 | 186 6 | 1,536 | 192 0 |
| 1,312 | 164 0 | 1,357 | 169 10 | 1,402 | 175 4 | 1,447 | 180 14 | 1,492 | 186 8 | 1,537 | 192 2 |
| 1,313 | 164 2 | 1,358 | 169 12 | 1,403 | 175 6 | 1,448 | 181 0 | 1,493 | 186 10 | 1,538 | 192 4 |
| 1,314 | 164 4 | 1,359 | 169 14 | 1,404 | 175 8 | 1,449 | 181 2 | 1,494 | 186 12 | 1,539 | 192 6 |
| 1,315 | 164 6 | 1,360 | 170 0 | 1,405 | 175 10 | 1,450 | 181 4 | 1,495 | 186 14 | 1,540 | 192 8 |
| 1,316 | 164 8 | 1,361 | 170 2 | 1,406 | 175 12 | 1,451 | 181 6 | 1,496 | 187 0 | 1,541 | 192 10 |
| 1,317 | 164 10 | 1,362 | 170 4 | 1,407 | 175 14 | 1,452 | 181 8 | 1,497 | 187 2 | 1,542 | 192 12 |
| 1,318 | 164 12 | 1,363 | 170 6 | 1,408 | 176 0 | 1,453 | 181 10 | 1,498 | 187 4 | 1,543 | 192 14 |
| 1,319 | 164 14 | 1,364 | 170 8 | 1,409 | 176 2 | 1,454 | 181 12 | 1,499 | 187 6 | 1,544 | 193 0 |
| 1,320 | 165 0 | 1,365 | 170 10 | 1,410 | 176 4 | 1,455 | 181 14 | 1,500 | 187 8 | 1,545 | 193 2 |
| 1,321 | 165 2 | 1,366 | 170 12 | 1,411 | 176 6 | 1,456 | 182 0 | 1,501 | 187 10 | 1,546 | 193 4 |
| 1,322 | 165 4 | 1,367 | 170 14 | 1,412 | 176 8 | 1,457 | 182 2 | 1,502 | 187 12 | 1,547 | 193 6 |
| 1,323 | 165 6 | 1,368 | 171 0 | 1,413 | 176 10 | 1,458 | 182 4 | 1,503 | 187 14 | 1,548 | 193 8 |
| 1,324 | 165 8 | 1,369 | 171 2 | 1,414 | 176 12 | 1,459 | 182 6 | 1,504 | 188 0 | 1,549 | 193 10 |
| 1,325 | 165 10 | 1,370 | 171 4 | 1,415 | 176 14 | 1,460 | 182 8 | 1,505 | 188 2 | 1,550 | 193 12 |
| 1,326 | 165 12 | 1,371 | 171 6 | 1,416 | 177 0 | 1,461 | 182 10 | 1,506 | 188 4 | 1,551 | 193 14 |
| 1,327 | 165 14 | 1,372 | 171 8 | 1,417 | 177 2 | 1,462 | 182 12 | 1,507 | 188 6 | 1,552 | 194 0 |
| 1,328 | 166 0 | 1,373 | 171 10 | 1,418 | 177 4 | 1,463 | 182 14 | 1,508 | 188 8 | 1,553 | 194 2 |
| 1,329 | 166 2 | 1,374 | 171 12 | 1,419 | 177 6 | 1,464 | 183 0 | 1,509 | 188 10 | 1,554 | 194 4 |
| 1,330 | 166 4 | 1,375 | 171 14 | 1,420 | 177 8 | 1,465 | 183 2 | 1,510 | 188 12 | 1,555 | 194 6 |
| 1,331 | 166 6 | 1,376 | 172 0 | 1,421 | 177 10 | 1,466 | 183 4 | 1,511 | 188 14 | 1,556 | 194 8 |
| 1,332 | 166 8 | 1,377 | 172 2 | 1,422 | 177 12 | 1,467 | 183 6 | 1,512 | 189 0 | 1,557 | 194 10 |
| 1,333 | 166 10 | 1,378 | 172 4 | 1,423 | 177 14 | 1,468 | 183 8 | 1,513 | 189 2 | 1,558 | 194 12 |
| 1,334 | 166 12 | 1,379 | 172 6 | 1,424 | 178 0 | 1,469 | 183 10 | 1,514 | 189 4 | 1,559 | 194 14 |
| 1,335 | 166 14 | 1,380 | 172 8 | 1,425 | 178 2 | 1,470 | 183 12 | 1,515 | 189 6 | 1,560 | 195 0 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 1,561 | 195 2 | 1,606 | 200 12 | 1,651 | 206 6 | 1,696 | 212 0 | 1,741 | 217 10 | 1,786 | 223 4 |
| 1,562 | 195 4 | 1,607 | 200 14 | 1,652 | 206 8 | 1,697 | 212 2 | 1,742 | 217 12 | 1,787 | 223 6 |
| 1,563 | 195 6 | 1,608 | 201 0 | 1,653 | 206 10 | 1,698 | 212 4 | 1,743 | 217 14 | 1,788 | 223 8 |
| 1,564 | 195 8 | 1,609 | 201 2 | 1,654 | 206 12 | 1,699 | 212 6 | 1,744 | 218 0 | 1,789 | 223 10 |
| 1,565 | 195 10 | 1,610 | 201 4 | 1,655 | 206 14 | 1,700 | 212 8 | 1,745 | 218 2 | 1,790 | 223 12 |
| 1,566 | 195 12 | 1,611 | 201 6 | 1,656 | 207 0 | 1,701 | 212 10 | 1,746 | 218 4 | 1,791 | 223 14 |
| 1,567 | 195 14 | 1,612 | 201 8 | 1,657 | 207 2 | 1,702 | 212 12 | 1,747 | 218 6 | 1,792 | 224 0 |
| 1,568 | 196 0 | 1,613 | 201 10 | 1,658 | 207 4 | 1,703 | 212 14 | 1,748 | 218 8 | 1,793 | 224 2 |
| 1,569 | 196 2 | 1,614 | 201 12 | 1,659 | 207 6 | 1,704 | 213 0 | 1,749 | 218 10 | 1,794 | 224 4 |
| 1,570 | 196 4 | 1,615 | 201 14 | 1,660 | 207 8 | 1,705 | 213 2 | 1,750 | 218 12 | 1,795 | 224 6 |
| 1,571 | 196 6 | 1,616 | 202 0 | 1,661 | 207 10 | 1,706 | 213 4 | 1,751 | 218 14 | 1,796 | 224 8 |
| 1,572 | 196 8 | 1,617 | 202 2 | 1,662 | 207 12 | 1,707 | 213 6 | 1,752 | 219 0 | 1,797 | 224 10 |
| 1,573 | 196 10 | 1,618 | 202 4 | 1,663 | 207 14 | 1,708 | 213 8 | 1,753 | 219 2 | 1,798 | 224 12 |
| 1,574 | 196 12 | 1,619 | 202 6 | 1,664 | 208 0 | 1,709 | 213 10 | 1,754 | 219 4 | 1,799 | 224 14 |
| 1,575 | 196 14 | 1,620 | 202 8 | 1,665 | 208 2 | 1,710 | 213 12 | 1,755 | 219 6 | 1,800 | 225 0 |
| 1,576 | 197 0 | 1,621 | 202 10 | 1,666 | 208 4 | 1,711 | 213 14 | 1,756 | 219 8 | 1,801 | 225 2 |
| 1,577 | 197 2 | 1,622 | 202 12 | 1,667 | 208 6 | 1,712 | 214 0 | 1,757 | 219 10 | 1,802 | 225 4 |
| 1,578 | 197 4 | 1,623 | 202 14 | 1,668 | 208 8 | 1,713 | 214 2 | 1,758 | 219 12 | 1,803 | 225 6 |
| 1,579 | 197 6 | 1,624 | 203 0 | 1,669 | 208 10 | 1,714 | 214 4 | 1,759 | 219 14 | 1,804 | 225 8 |
| 1,580 | 197 8 | 1,625 | 203 2 | 1,670 | 208 12 | 1,715 | 214 6 | 1,760 | 220 0 | 1,805 | 225 10 |
| 1,581 | 197 10 | 1,626 | 203 4 | 1,671 | 208 14 | 1,716 | 214 8 | 1,761 | 220 2 | 1,806 | 225 12 |
| 1,582 | 197 12 | 1,627 | 203 6 | 1,672 | 209 0 | 1,717 | 214 10 | 1,762 | 220 4 | 1,807 | 225 14 |
| 1,583 | 197 14 | 1,628 | 203 8 | 1,673 | 209 2 | 1,718 | 214 12 | 1,763 | 220 6 | 1,808 | 226 0 |
| 1,584 | 198 0 | 1,629 | 203 10 | 1,674 | 209 4 | 1,719 | 214 14 | 1,764 | 220 8 | 1,809 | 226 2 |
| 1,585 | 198 2 | 1,630 | 203 12 | 1,675 | 209 6 | 1,720 | 215 0 | 1,765 | 220 10 | 1,810 | 226 4 |
| 1,586 | 198 4 | 1,631 | 203 14 | 1,676 | 209 8 | 1,721 | 215 2 | 1,766 | 220 12 | 1,811 | 226 6 |
| 1,587 | 198 6 | 1,632 | 204 0 | 1,677 | 209 10 | 1,722 | 215 4 | 1,767 | 220 14 | 1,812 | 226 8 |
| 1,588 | 198 8 | 1,633 | 204 2 | 1,678 | 209 12 | 1,723 | 215 6 | 1,768 | 221 0 | 1,813 | 226 10 |
| 1,589 | 198 10 | 1,634 | 204 4 | 1,679 | 209 14 | 1,724 | 215 8 | 1,769 | 221 2 | 1,814 | 226 12 |
| 1,590 | 198 12 | 1,635 | 204 6 | 1,680 | 210 0 | 1,725 | 215 10 | 1,770 | 221 4 | 1,815 | 226 14 |
| 1,591 | 198 14 | 1,636 | 204 8 | 1,681 | 210 2 | 1,726 | 215 12 | 1,771 | 221 6 | 1,816 | 227 0 |
| 1,592 | 199 0 | 1,637 | 204 10 | 1,682 | 210 4 | 1,727 | 215 14 | 1,772 | 221 8 | 1,817 | 227 2 |
| 1,593 | 199 2 | 1,638 | 204 12 | 1,683 | 210 6 | 1,728 | 216 0 | 1,773 | 221 10 | 1,818 | 227 4 |
| 1,594 | 199 4 | 1,639 | 204 14 | 1,684 | 210 8 | 1,729 | 216 2 | 1,774 | 221 12 | 1,819 | 227 6 |
| 1,595 | 199 6 | 1,640 | 205 0 | 1,685 | 210 10 | 1,730 | 216 4 | 1,775 | 221 14 | 1,820 | 227 8 |
| 1,596 | 199 8 | 1,641 | 205 2 | 1,686 | 210 12 | 1,731 | 216 6 | 1,776 | 222 0 | 1,821 | 227 10 |
| 1,597 | 199 10 | 1,642 | 205 4 | 1,687 | 210 14 | 1,732 | 216 8 | 1,777 | 222 2 | 1,822 | 227 12 |
| 1,598 | 199 12 | 1,643 | 205 6 | 1,688 | 211 0 | 1,733 | 216 10 | 1,778 | 222 4 | 1,823 | 227 14 |
| 1,599 | 199 14 | 1,644 | 205 8 | 1,689 | 211 2 | 1,734 | 216 12 | 1,779 | 222 6 | 1,824 | 228 0 |
| 1,600 | 200 0 | 1,645 | 205 10 | 1,690 | 211 4 | 1,735 | 216 14 | 1,780 | 222 8 | 1,825 | 228 2 |
| 1,601 | 200 2 | 1,646 | 205 12 | 1,691 | 211 6 | 1,736 | 217 0 | 1,781 | 222 10 | 1,826 | 228 4 |
| 1,602 | 200 4 | 1,647 | 205 14 | 1,692 | 211 8 | 1,737 | 217 2 | 1,782 | 222 12 | 1,827 | 228 6 |
| 1,603 | 200 6 | 1,648 | 206 0 | 1,693 | 211 10 | 1,738 | 217 4 | 1,783 | 222 14 | 1,828 | 228 8 |
| 1,604 | 200 8 | 1,649 | 206 2 | 1,694 | 211 12 | 1,739 | 217 6 | 1,784 | 223 0 | 1,829 | 228 10 |
| 1,605 | 200 10 | 1,650 | 206 4 | 1,695 | 211 14 | 1,740 | 217 8 | 1,785 | 223 2 | 1,830 | 228 12 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 1,831 | 228 14 | 1,876 | 234 8 | 1,921 | 240 2 | 1,966 | 245 12 | 2,011 | 251 6 | 2,056 | 257 0 |
| 1,832 | 229 0 | 1,877 | 234 10 | 1,922 | 240 4 | 1,967 | 245 14 | 2,012 | 251 8 | 2,057 | 257 2 |
| 1,833 | 229 2 | 1,878 | 234 12 | 1,923 | 240 6 | 1,968 | 246 0 | 2,013 | 251 10 | 2,058 | 257 4 |
| 1,834 | 229 4 | 1,879 | 234 14 | 1,924 | 240 8 | 1,969 | 246 2 | 2,014 | 251 12 | 2,059 | 257 6 |
| 1,835 | 229 6 | 1,880 | 235 0 | 1,925 | 240 10 | 1,970 | 246 4 | 2,015 | 251 14 | 2,060 | 257 8 |
| 1,836 | 229 8 | 1,881 | 235 2 | 1,926 | 240 12 | 1,971 | 246 6 | 2,016 | 252 0 | 2,061 | 257 10 |
| 1,837 | 229 10 | 1,882 | 235 4 | 1,927 | 240 14 | 1,972 | 246 8 | 2,017 | 252 2 | 2,062 | 257 12 |
| 1,838 | 229 12 | 1,883 | 235 6 | 1,928 | 241 0 | 1,973 | 246 10 | 2,018 | 252 4 | 2,063 | 257 14 |
| 1,839 | 229 14 | 1,884 | 235 8 | 1,929 | 241 2 | 1,974 | 246 12 | 2,019 | 252 6 | 2,064 | 258 0 |
| 1,840 | 230 0 | 1,885 | 235 10 | 1,930 | 241 4 | 1,975 | 246 14 | 2,020 | 252 8 | 2,065 | 258 2 |
| 1,841 | 230 2 | 1,886 | 235 12 | 1,931 | 241 6 | 1,976 | 247 0 | 2,021 | 252 10 | 2,066 | 258 4 |
| 1,842 | 230 4 | 1,887 | 235 14 | 1,932 | 241 8 | 1,977 | 247 2 | 2,022 | 252 12 | 2,067 | 258 6 |
| 1,843 | 230 6 | 1,888 | 236 0 | 1,933 | 241 10 | 1,978 | 247 4 | 2,023 | 252 14 | 2,068 | 258 8 |
| 1,844 | 230 8 | 1,889 | 236 2 | 1,934 | 241 12 | 1,979 | 247 6 | 2,024 | 253 0 | 2,069 | 258 10 |
| 1,845 | 230 10 | 1,890 | 236 4 | 1,935 | 241 14 | 1,980 | 247 8 | 2,025 | 253 2 | 2,070 | 258 12 |
| 1,846 | 230 12 | 1,891 | 236 6 | 1,936 | 242 0 | 1,981 | 247 10 | 2,026 | 253 4 | 2,071 | 258 14 |
| 1,847 | 230 14 | 1,892 | 236 8 | 1,937 | 242 2 | 1,982 | 247 12 | 2,027 | 253 6 | 2,072 | 259 0 |
| 1,848 | 231 0 | 1,893 | 236 10 | 1,938 | 242 4 | 1,983 | 247 14 | 2,028 | 253 8 | 2,073 | 259 2 |
| 1,849 | 231 2 | 1,894 | 236 12 | 1,939 | 242 6 | 1,984 | 248 0 | 2,029 | 253 10 | 2,074 | 259 4 |
| 1,850 | 231 4 | 1,895 | 236 14 | 1,940 | 242 8 | 1,985 | 248 2 | 2,030 | 253 12 | 2,075 | 259 6 |
| 1,851 | 231 6 | 1,896 | 237 0 | 1,941 | 242 10 | 1,986 | 248 4 | 2,031 | 253 14 | 2,076 | 259 8 |
| 1,852 | 231 8 | 1,897 | 237 2 | 1,942 | 242 12 | 1,987 | 248 6 | 2,032 | 254 0 | 2,077 | 259 10 |
| 1,853 | 231 10 | 1,898 | 237 4 | 1,943 | 242 14 | 1,988 | 248 8 | 2,033 | 254 2 | 2,078 | 259 12 |
| 1,854 | 231 12 | 1,899 | 237 6 | 1,944 | 243 0 | 1,989 | 248 10 | 2,034 | 254 4 | 2,079 | 259 14 |
| 1,855 | 231 14 | 1,900 | 237 8 | 1,945 | 243 2 | 1,990 | 248 12 | 2,035 | 254 6 | 2,080 | 260 0 |
| 1,856 | 232 0 | 1,901 | 237 10 | 1,946 | 243 4 | 1,991 | 248 14 | 2,036 | 254 8 | 2,081 | 260 2 |
| 1,857 | 232 2 | 1,902 | 237 12 | 1,947 | 243 6 | 1,992 | 249 0 | 2,037 | 254 10 | 2,082 | 260 4 |
| 1,858 | 232 4 | 1,903 | 237 14 | 1,948 | 243 8 | 1,993 | 249 2 | 2,038 | 254 12 | 2,083 | 260 6 |
| 1,859 | 232 6 | 1,904 | 238 0 | 1,949 | 243 10 | 1,994 | 249 4 | 2,039 | 254 14 | 2,084 | 260 8 |
| 1,860 | 232 8 | 1,905 | 238 2 | 1,950 | 243 12 | 1,995 | 249 6 | 2,040 | 255 0 | 2,085 | 260 10 |
| 1,861 | 232 10 | 1,906 | 238 4 | 1,951 | 243 14 | 1,996 | 249 8 | 2,041 | 255 2 | 2,086 | 260 12 |
| 1,862 | 232 12 | 1,907 | 238 6 | 1,952 | 244 0 | 1,997 | 249 10 | 2,042 | 255 4 | 2,087 | 260 14 |
| 1,863 | 232 14 | 1,908 | 238 8 | 1,953 | 244 2 | 1,998 | 249 12 | 2,043 | 255 6 | 2,088 | 261 0 |
| 1,864 | 233 0 | 1,909 | 238 10 | 1,954 | 244 4 | 1,999 | 249 14 | 2,044 | 255 8 | 2,089 | 261 2 |
| 1,865 | 233 2 | 1,910 | 238 12 | 1,955 | 244 6 | 2,000 | 250 0 | 2,045 | 255 10 | 2,090 | 261 4 |
| 1,866 | 233 4 | 1,911 | 238 14 | 1,956 | 244 8 | 2,001 | 250 2 | 2,046 | 255 12 | 2,091 | 261 6 |
| 1,867 | 233 6 | 1,912 | 239 0 | 1,957 | 244 10 | 2,002 | 250 4 | 2,047 | 255 14 | 2,092 | 261 8 |
| 1,868 | 233 8 | 1,913 | 239 2 | 1,958 | 244 12 | 2,003 | 250 6 | 2,048 | 256 0 | 2,093 | 261 10 |
| 1,869 | 233 10 | 1,914 | 239 4 | 1,959 | 244 14 | 2,004 | 250 8 | 2,049 | 256 2 | 2,094 | 261 12 |
| 1,870 | 233 12 | 1,915 | 239 6 | 1,960 | 245 0 | 2,005 | 250 10 | 2,050 | 256 4 | 2,095 | 261 14 |
| 1,871 | 233 14 | 1,916 | 239 8 | 1,961 | 245 2 | 2,006 | 250 12 | 2,051 | 256 6 | 2,096 | 262 0 |
| 1,872 | 234 0 | 1,917 | 239 10 | 1,962 | 245 4 | 2,007 | 250 14 | 2,052 | 256 8 | 2,097 | 262 2 |
| 1,873 | 234 2 | 1,918 | 239 12 | 1,963 | 245 6 | 2,008 | 251 0 | 2,053 | 256 10 | 2,098 | 262 4 |
| 1,874 | 234 4 | 1,919 | 239 14 | 1,964 | 245 8 | 2,009 | 251 2 | 2,054 | 256 12 | 2,099 | 262 6 |
| 1,875 | 234 6 | 1,920 | 240 0 | 1,965 | 245 10 | 2,010 | 251 4 | 2,055 | 256 14 | 2,100 | 262 8 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 2,101 | 262 10 | 2,146 | 268 4 | 2,191 | 273 14 | 2,236 | 279 8 | 2,281 | 285 2 | 2,326 | 290 12 | 2,371 | 296 8 |
| 2,102 | 262 12 | 2,147 | 268 6 | 2,192 | 274 0 | 2,237 | 279 10 | 2,282 | 285 4 | 2,327 | 290 14 | 2,372 | 297 0 |
| 2,103 | 262 14 | 2,148 | 268 8 | 2,193 | 274 2 | 2,238 | 279 12 | 2,283 | 285 6 | 2,328 | 291 0 | 2,373 | 297 2 |
| 2,104 | 263 0 | 2,149 | 268 10 | 2,194 | 274 4 | 2,239 | 279 14 | 2,284 | 285 8 | 2,329 | 291 2 | 2,374 | 297 4 |
| 2,105 | 263 2 | 2,150 | 268 12 | 2,195 | 274 6 | 2,240 | 280 0 | 2,285 | 285 10 | 2,330 | 291 4 | 2,375 | 297 6 |
| 2,106 | 263 4 | 2,151 | 268 14 | 2,196 | 274 8 | 2,241 | 280 2 | 2,286 | 285 12 | 2,331 | 291 6 | 2,376 | 297 8 |
| 2,107 | 263 6 | 2,152 | 269 0 | 2,197 | 274 10 | 2,242 | 280 4 | 2,287 | 285 14 | 2,332 | 291 8 | 2,377 | 298 0 |
| 2,108 | 263 8 | 2,153 | 269 2 | 2,198 | 274 12 | 2,243 | 280 6 | 2,288 | 286 0 | 2,333 | 291 10 | 2,378 | 298 2 |
| 2,109 | 263 10 | 2,154 | 269 4 | 2,199 | 274 14 | 2,244 | 280 8 | 2,289 | 286 2 | 2,334 | 291 12 | 2,379 | 298 4 |
| 2,110 | 263 12 | 2,155 | 269 6 | 2,200 | 275 0 | 2,245 | 280 10 | 2,290 | 286 4 | 2,335 | 291 14 | 2,380 | 298 6 |
| 2,111 | 263 14 | 2,156 | 269 8 | 2,201 | 275 2 | 2,246 | 280 12 | 2,291 | 286 6 | 2,336 | 292 0 | 2,381 | 298 8 |
| 2,112 | 264 0 | 2,157 | 269 10 | 2,202 | 275 4 | 2,247 | 280 14 | 2,292 | 286 8 | 2,337 | 292 2 | 2,382 | 299 0 |
| 2,113 | 264 2 | 2,158 | 269 12 | 2,203 | 275 6 | 2,248 | 281 0 | 2,293 | 286 10 | 2,338 | 292 4 | 2,383 | 299 2 |
| 2,114 | 264 4 | 2,159 | 269 14 | 2,204 | 275 8 | 2,249 | 281 2 | 2,294 | 286 12 | 2,339 | 292 6 | 2,384 | 299 4 |
| 2,115 | 264 6 | 2,160 | 270 0 | 2,205 | 275 10 | 2,250 | 281 4 | 2,295 | 286 14 | 2,340 | 292 8 | 2,385 | 299 6 |
| 2,116 | 264 8 | 2,161 | 270 2 | 2,206 | 275 12 | 2,251 | 281 6 | 2,296 | 287 0 | 2,341 | 292 10 | 2,386 | 299 8 |
| 2,117 | 264 10 | 2,162 | 270 4 | 2,207 | 275 14 | 2,252 | 281 8 | 2,297 | 287 2 | 2,342 | 292 12 | 2,387 | 299 10 |
| 2,118 | 264 12 | 2,163 | 270 6 | 2,208 | 276 0 | 2,253 | 281 10 | 2,298 | 287 4 | 2,343 | 292 14 | 2,388 | 299 12 |
| 2,119 | 264 14 | 2,164 | 270 8 | 2,209 | 276 2 | 2,254 | 281 12 | 2,299 | 287 6 | 2,344 | 293 0 | 2,389 | 299 14 |
| 2,120 | 265 0 | 2,165 | 270 10 | 2,210 | 276 4 | 2,255 | 281 14 | 2,300 | 287 8 | 2,345 | 293 2 | 2,390 | 299 16 |
| 2,121 | 265 2 | 2,166 | 270 12 | 2,211 | 276 6 | 2,256 | 282 0 | 2,301 | 287 10 | 2,346 | 293 4 | 2,391 | 299 18 |
| 2,122 | 265 4 | 2,167 | 270 14 | 2,212 | 276 8 | 2,257 | 282 2 | 2,302 | 287 12 | 2,347 | 293 6 | 2,392 | 299 20 |
| 2,123 | 265 6 | 2,168 | 271 0 | 2,213 | 276 10 | 2,258 | 282 4 | 2,303 | 287 14 | 2,348 | 293 8 | 2,393 | 299 22 |
| 2,124 | 265 8 | 2,169 | 271 2 | 2,214 | 276 12 | 2,259 | 282 6 | 2,304 | 288 0 | 2,349 | 293 10 | 2,394 | 299 24 |
| 2,125 | 265 10 | 2,170 | 271 4 | 2,215 | 276 14 | 2,260 | 282 8 | 2,305 | 288 2 | 2,350 | 293 12 | 2,395 | 299 26 |
| 2,126 | 265 12 | 2,171 | 271 6 | 2,216 | 277 0 | 2,261 | 282 10 | 2,306 | 288 4 | 2,351 | 293 14 | 2,396 | 299 28 |
| 2,127 | 265 14 | 2,172 | 271 8 | 2,217 | 277 2 | 2,262 | 282 12 | 2,307 | 288 6 | 2,352 | 293 16 | 2,397 | 299 30 |
| 2,128 | 266 0 | 2,173 | 271 10 | 2,218 | 277 4 | 2,263 | 282 14 | 2,308 | 288 8 | 2,353 | 293 18 | 2,398 | 299 32 |
| 2,129 | 266 2 | 2,174 | 271 12 | 2,219 | 277 6 | 2,264 | 283 0 | 2,309 | 288 10 | 2,354 | 293 20 | 2,399 | 299 34 |
| 2,130 | 266 4 | 2,175 | 271 14 | 2,220 | 277 8 | 2,265 | 283 2 | 2,310 | 288 12 | 2,355 | 293 22 | 2,400 | 299 36 |
| 2,131 | 266 6 | 2,176 | 272 0 | 2,221 | 277 10 | 2,266 | 283 4 | 2,311 | 288 14 | 2,356 | 293 24 | 2,401 | 299 38 |
| 2,132 | 266 8 | 2,177 | 272 2 | 2,222 | 277 12 | 2,267 | 283 6 | 2,312 | 289 0 | 2,357 | 293 26 | 2,402 | 299 40 |
| 2,133 | 266 10 | 2,178 | 272 4 | 2,223 | 277 14 | 2,268 | 283 8 | 2,313 | 289 2 | 2,358 | 293 28 | 2,403 | 299 42 |
| 2,134 | 266 12 | 2,179 | 272 6 | 2,224 | 278 0 | 2,269 | 283 10 | 2,314 | 289 4 | 2,359 | 293 30 | 2,404 | 299 44 |
| 2,135 | 266 14 | 2,180 | 272 8 | 2,225 | 278 2 | 2,270 | 283 12 | 2,315 | 289 6 | 2,360 | 293 32 | 2,405 | 299 46 |
| 2,136 | 267 0 | 2,181 | 272 10 | 2,226 | 278 4 | 2,271 | 283 14 | 2,316 | 289 8 | 2,361 | 293 34 | 2,406 | 299 48 |
| 2,137 | 267 2 | 2,182 | 272 12 | 2,227 | 278 6 | 2,272 | 284 0 | 2,317 | 289 10 | 2,362 | 293 36 | 2,407 | 299 50 |
| 2,138 | 267 4 | 2,183 | 272 14 | 2,228 | 278 8 | 2,273 | 284 2 | 2,318 | 289 12 | 2,363 | 293 38 | 2,408 | 299 52 |
| 2,139 | 267 6 | 2,184 | 273 0 | 2,229 | 278 10 | 2,274 | 284 4 | 2,319 | 289 14 | 2,364 | 293 40 | 2,409 | 299 54 |
| 2,140 | 267 8 | 2,185 | 273 2 | 2,230 | 278 12 | 2,275 | 284 6 | 2,320 | 290 0 | 2,365 | 293 42 | 2,410 | 299 56 |
| 2,141 | 267 10 | 2,186 | 273 4 | 2,231 | 278 14 | 2,276 | 284 8 | 2,321 | 290 2 | 2,366 | 293 44 | 2,411 | 299 58 |
| 2,142 | 267 12 | 2,187 | 273 6 | 2,232 | 279 0 | 2,277 | 284 10 | 2,322 | 290 4 | 2,367 | 293 46 | 2,412 | 299 60 |
| 2,143 | 267 14 | 2,188 | 273 8 | 2,233 | 279 2 | 2,278 | 284 12 | 2,323 | 290 6 | 2,368 | 293 48 | 2,413 | 299 62 |
| 2,144 | 268 0 | 2,189 | 273 10 | 2,234 | 279 4 | 2,279 | 284 14 | 2,324 | 290 8 | 2,369 | 293 50 | 2,414 | 299 64 |
| 2,145 | 268 2 | 2,190 | 273 12 | 2,235 | 279 6 | 2,280 | 285 0 | 2,325 | 290 10 | 2,370 | 293 52 | 2,415 | 299 66 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 2,371 | 296 6 | 2,416 | 302 0 | 2,461 | 307 10 | 2,506 | 313 4 | 2,551 | 318 14 | 2,596 | 324 8 |
| 2,372 | 296 8 | 2,417 | 302 2 | 2,462 | 307 12 | 2,507 | 313 6 | 2,552 | 319 0 | 2,597 | 324 10 |
| 2,373 | 296 10 | 2,418 | 302 4 | 2,463 | 307 14 | 2,508 | 313 8 | 2,553 | 319 2 | 2,598 | 324 12 |
| 2,374 | 296 12 | 2,419 | 302 6 | 2,464 | 308 0 | 2,509 | 313 10 | 2,554 | 319 4 | 2,599 | 324 14 |
| 2,375 | 296 14 | 2,420 | 302 8 | 2,465 | 308 2 | 2,510 | 313 12 | 2,555 | 319 6 | 2,600 | 325 0 |
| 2,376 | 297 0 | 2,421 | 302 10 | 2,466 | 308 4 | 2,511 | 313 14 | 2,556 | 319 8 | 2,601 | 325 2 |
| 2,377 | 297 2 | 2,422 | 302 12 | 2,467 | 308 6 | 2,512 | 314 0 | 2,557 | 319 10 | 2,602 | 325 4 |
| 2,378 | 297 4 | 2,423 | 302 14 | 2,468 | 308 8 | 2,513 | 314 2 | 2,558 | 319 12 | 2,603 | 325 6 |
| 2,379 | 297 6 | 2,424 | 303 0 | 2,469 | 308 10 | 2,514 | 314 4 | 2,559 | 319 14 | 2,604 | 325 8 |
| 2,380 | 297 8 | 2,425 | 303 2 | 2,470 | 308 12 | 2,515 | 314 6 | 2,560 | 320 0 | 2,605 | 325 10 |
| 2,381 | 297 10 | 2,426 | 303 4 | 2,471 | 308 14 | 2,516 | 314 8 | 2,561 | 320 2 | 2,606 | 325 12 |
| 2,382 | 297 12 | 2,427 | 303 6 | 2,472 | 309 0 | 2,517 | 314 10 | 2,562 | 320 4 | 2,607 | 325 14 |
| 2,383 | 297 14 | 2,428 | 303 8 | 2,473 | 309 2 | 2,518 | 314 12 | 2,563 | 320 6 | 2,608 | 326 0 |
| 2,384 | 298 0 | 2,429 | 303 10 | 2,474 | 309 4 | 2,519 | 314 14 | 2,564 | 320 8 | 2,609 | 326 2 |
| 2,385 | 298 2 | 2,430 | 303 12 | 2,475 | 309 6 | 2,520 | 315 0 | 2,565 | 320 10 | 2,610 | 326 4 |
| 2,386 | 298 4 | 2,431 | 303 14 | 2,476 | 309 8 | 2,521 | 315 2 | 2,566 | 320 12 | 2,611 | 326 6 |
| 2,387 | 298 6 | 2,432 | 304 0 | 2,477 | 309 10 | 2,522 | 315 4 | 2,567 | 320 14 | 2,612 | 326 8 |
| 2,388 | 298 8 | 2,433 | 304 2 | 2,478 | 309 12 | 2,523 | 315 6 | 2,568 | 321 0 | 2,613 | 326 10 |
| 2,389 | 298 10 | 2,434 | 304 4 | 2,479 | 309 14 | 2,524 | 315 8 | 2,569 | 321 2 | 2,614 | 326 12 |
| 2,390 | 298 12 | 2,435 | 304 6 | 2,480 | 310 0 | 2,525 | 315 10 | 2,570 | 321 4 | 2,615 | 326 14 |
| 2,391 | 298 14 | 2,436 | 304 8 | 2,481 | 310 2 | 2,526 | 315 12 | 2,571 | 321 6 | 2,616 | 327 0 |
| 2,392 | 299 0 | 2,437 | 304 10 | 2,482 | 310 4 | 2,527 | 315 14 | 2,572 | 321 8 | 2,617 | 327 2 |
| 2,393 | 299 2 | 2,438 | 304 12 | 2,483 | 310 6 | 2,528 | 316 0 | 2,573 | 321 10 | 2,618 | 327 4 |
| 2,394 | 299 4 | 2,439 | 304 14 | 2,484 | 310 8 | 2,529 | 316 2 | 2,574 | 321 12 | 2,619 | 327 6 |
| 2,395 | 299 6 | 2,440 | 305 0 | 2,485 | 310 10 | 2,530 | 316 4 | 2,575 | 321 14 | 2,620 | 327 8 |
| 2,396 | 299 8 | 2,441 | 305 2 | 2,486 | 310 12 | 2,531 | 316 6 | 2,576 | 322 0 | 2,621 | 327 10 |
| 2,397 | 299 10 | 2,442 | 305 4 | 2,487 | 310 14 | 2,532 | 316 8 | 2,577 | 322 2 | 2,622 | 327 12 |
| 2,398 | 299 12 | 2,443 | 305 6 | 2,488 | 311 0 | 2,533 | 316 10 | 2,578 | 322 4 | 2,623 | 327 14 |
| 2,399 | 299 14 | 2,444 | 305 8 | 2,489 | 311 2 | 2,534 | 316 12 | 2,579 | 322 6 | 2,624 | 328 0 |
| 2,400 | 300 0 | 2,445 | 305 10 | 2,490 | 311 4 | 2,535 | 316 14 | 2,580 | 322 8 | 2,625 | 328 2 |
| 2,401 | 300 2 | 2,446 | 305 12 | 2,491 | 311 6 | 2,536 | 317 0 | 2,581 | 322 10 | 2,626 | 328 4 |
| 2,402 | 300 4 | 2,447 | 305 14 | 2,492 | 311 8 | 2,537 | 317 2 | 2,582 | 322 12 | 2,627 | 328 6 |
| 2,403 | 300 6 | 2,448 | 306 0 | 2,493 | 311 10 | 2,538 | 317 4 | 2,583 | 322 14 | 2,628 | 328 8 |
| 2,404 | 300 8 | 2,449 | 306 2 | 2,494 | 311 12 | 2,539 | 317 6 | 2,584 | 323 0 | 2,629 | 328 10 |
| 2,405 | 300 10 | 2,450 | 306 4 | 2,495 | 311 14 | 2,540 | 317 8 | 2,585 | 323 2 | 2,630 | 328 12 |
| 2,406 | 300 12 | 2,451 | 306 6 | 2,496 | 312 0 | 2,541 | 317 10 | 2,586 | 323 4 | 2,631 | 328 14 |
| 2,407 | 300 14 | 2,452 | 306 8 | 2,497 | 312 2 | 2,542 | 317 12 | 2,587 | 323 6 | 2,632 | 329 0 |
| 2,408 | 301 0 | 2,453 | 306 10 | 2,498 | 312 4 | 2,543 | 317 14 | 2,588 | 323 8 | 2,633 | 329 2 |
| 2,409 | 301 2 | 2,454 | 306 12 | 2,499 | 312 6 | 2,544 | 318 0 | 2,589 | 323 10 | 2,634 | 329 4 |
| 2,410 | 301 4 | 2,455 | 306 14 | 2,500 | 312 8 | 2,545 | 318 2 | 2,590 | 323 12 | 2,635 | 329 6 |
| 2,411 | 301 6 | 2,456 | 307 0 | 2,501 | 312 10 | 2,546 | 318 4 | 2,591 | 323 14 | 2,636 | 329 8 |
| 2,412 | 301 8 | 2,457 | 307 2 | 2,502 | 312 12 | 2,547 | 318 6 | 2,592 | 324 0 | 2,637 | 329 10 |
| 2,413 | 301 10 | 2,458 | 307 4 | 2,503 | 312 14 | 2,548 | 318 8 | 2,593 | 324 2 | 2,638 | 329 12 |
| 2,414 | 301 12 | 2,459 | 307 6 | 2,504 | 313 0 | 2,549 | 318 10 | 2,594 | 324 4 | 2,639 | 329 14 |
| 2,415 | 301 14 | 2,460 | 307 8 | 2,505 | 313 2 | 2,550 | 318 12 | 2,595 | 324 6 | 2,640 | 330 0 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 2,641 | 330 2 | 2,686 | 335 12 | 2,731 | 341 6 | 2,776 | 347 0 | 2,821 | 352 10 | 2,866 | 358 4 |
| 2,642 | 330 4 | 2,687 | 335 14 | 2,732 | 341 8 | 2,777 | 347 2 | 2,822 | 352 12 | 2,867 | 358 6 |
| 2,643 | 330 6 | 2,688 | 336 0 | 2,733 | 341 10 | 2,778 | 347 4 | 2,823 | 352 14 | 2,868 | 358 8 |
| 2,644 | 330 8 | 2,689 | 336 2 | 2,734 | 341 12 | 2,779 | 347 6 | 2,824 | 353 0 | 2,869 | 358 10 |
| 2,645 | 330 10 | 2,690 | 336 4 | 2,735 | 341 14 | 2,780 | 347 8 | 2,825 | 353 2 | 2,870 | 358 12 |
| 2,646 | 330 12 | 2,691 | 336 6 | 2,736 | 342 0 | 2,781 | 347 10 | 2,826 | 353 4 | 2,871 | 358 14 |
| 2,647 | 330 14 | 2,692 | 336 8 | 2,737 | 342 2 | 2,782 | 347 12 | 2,827 | 353 6 | 2,872 | 359 0 |
| 2,648 | 331 0 | 2,693 | 336 10 | 2,738 | 342 4 | 2,783 | 347 14 | 2,828 | 353 8 | 2,873 | 359 2 |
| 2,649 | 331 2 | 2,694 | 336 12 | 2,739 | 342 6 | 2,784 | 348 0 | 2,829 | 353 10 | 2,874 | 359 4 |
| 2,650 | 331 4 | 2,695 | 336 14 | 2,740 | 342 8 | 2,785 | 348 2 | 2,830 | 353 12 | 2,875 | 359 6 |
| 2,651 | 331 6 | 2,696 | 337 0 | 2,741 | 342 10 | 2,786 | 348 4 | 2,831 | 353 14 | 2,876 | 359 8 |
| 2,652 | 331 8 | 2,697 | 337 2 | 2,742 | 342 12 | 2,787 | 348 6 | 2,832 | 354 0 | 2,877 | 359 10 |
| 2,653 | 331 10 | 2,698 | 337 4 | 2,743 | 342 14 | 2,788 | 348 8 | 2,833 | 354 2 | 2,878 | 359 12 |
| 2,654 | 331 12 | 2,699 | 337 6 | 2,744 | 343 0 | 2,789 | 348 10 | 2,834 | 354 4 | 2,879 | 359 14 |
| 2,655 | 331 14 | 2,700 | 337 8 | 2,745 | 343 2 | 2,790 | 348 12 | 2,835 | 354 6 | 2,880 | 360 0 |
| 2,656 | 332 0 | 2,701 | 337 10 | 2,746 | 343 4 | 2,791 | 348 14 | 2,836 | 354 8 | 2,881 | 360 2 |
| 2,657 | 332 2 | 2,702 | 337 12 | 2,747 | 343 6 | 2,792 | 349 0 | 2,837 | 354 10 | 2,882 | 360 4 |
| 2,658 | 332 4 | 2,703 | 337 14 | 2,748 | 343 8 | 2,793 | 349 2 | 2,838 | 354 12 | 2,883 | 360 6 |
| 2,659 | 332 6 | 2,704 | 338 0 | 2,749 | 343 10 | 2,794 | 349 4 | 2,839 | 354 14 | 2,884 | 360 8 |
| 2,660 | 332 8 | 2,705 | 338 2 | 2,750 | 343 12 | 2,795 | 349 6 | 2,840 | 355 0 | 2,885 | 360 10 |
| 2,661 | 332 10 | 2,706 | 338 4 | 2,751 | 343 14 | 2,796 | 349 8 | 2,841 | 355 2 | 2,886 | 360 12 |
| 2,662 | 332 12 | 2,707 | 338 6 | 2,752 | 344 0 | 2,797 | 349 10 | 2,842 | 355 4 | 2,887 | 360 14 |
| 2,663 | 332 14 | 2,708 | 338 8 | 2,753 | 344 2 | 2,798 | 349 12 | 2,843 | 355 6 | 2,888 | 361 0 |
| 2,664 | 333 0 | 2,709 | 338 10 | 2,754 | 344 4 | 2,799 | 349 14 | 2,844 | 355 8 | 2,889 | 361 2 |
| 2,665 | 333 2 | 2,710 | 338 12 | 2,755 | 344 6 | 2,800 | 350 0 | 2,845 | 355 10 | 2,890 | 361 4 |
| 2,666 | 333 4 | 2,711 | 338 14 | 2,756 | 344 8 | 2,801 | 350 2 | 2,846 | 355 12 | 2,891 | 361 6 |
| 2,667 | 333 6 | 2,712 | 339 0 | 2,757 | 344 10 | 2,802 | 350 4 | 2,847 | 355 14 | 2,892 | 361 8 |
| 2,668 | 333 8 | 2,713 | 339 2 | 2,758 | 344 12 | 2,803 | 350 6 | 2,848 | 356 0 | 2,893 | 361 10 |
| 2,669 | 333 10 | 2,714 | 339 4 | 2,759 | 344 14 | 2,804 | 350 8 | 2,849 | 356 2 | 2,894 | 361 12 |
| 2,670 | 333 12 | 2,715 | 339 6 | 2,760 | 345 0 | 2,805 | 350 10 | 2,850 | 356 4 | 2,895 | 361 14 |
| 2,671 | 333 14 | 2,716 | 339 8 | 2,761 | 345 2 | 2,806 | 350 12 | 2,851 | 356 6 | 2,896 | 362 0 |
| 2,672 | 334 0 | 2,717 | 339 10 | 2,762 | 345 4 | 2,807 | 350 14 | 2,852 | 356 8 | 2,897 | 362 2 |
| 2,673 | 334 2 | 2,718 | 339 12 | 2,763 | 345 6 | 2,808 | 351 0 | 2,853 | 356 10 | 2,898 | 362 4 |
| 2,674 | 334 4 | 2,719 | 339 14 | 2,764 | 345 8 | 2,809 | 351 2 | 2,854 | 356 12 | 2,899 | 362 6 |
| 2,675 | 334 6 | 2,720 | 340 0 | 2,765 | 345 10 | 2,810 | 351 4 | 2,855 | 356 14 | 2,900 | 362 8 |
| 2,676 | 334 8 | 2,721 | 340 2 | 2,766 | 345 12 | 2,811 | 351 6 | 2,856 | 357 0 | 2,901 | 362 10 |
| 2,677 | 334 10 | 2,722 | 340 4 | 2,767 | 345 14 | 2,812 | 351 8 | 2,857 | 357 2 | 2,902 | 362 12 |
| 2,678 | 334 12 | 2,723 | 340 6 | 2,768 | 346 0 | 2,813 | 351 10 | 2,858 | 357 4 | 2,903 | 362 14 |
| 2,679 | 334 14 | 2,724 | 340 8 | 2,769 | 346 2 | 2,814 | 351 12 | 2,859 | 357 6 | 2,904 | 363 0 |
| 2,680 | 335 0 | 2,725 | 340 10 | 2,770 | 346 4 | 2,815 | 351 14 | 2,860 | 357 8 | 2,905 | 363 2 |
| 2,681 | 335 2 | 2,726 | 340 12 | 2,771 | 346 6 | 2,816 | 352 0 | 2,861 | 357 10 | 2,906 | 363 4 |
| 2,682 | 335 4 | 2,727 | 340 14 | 2,772 | 346 8 | 2,817 | 352 2 | 2,862 | 357 12 | 2,907 | 363 6 |
| 2,683 | 335 6 | 2,728 | 341 0 | 2,773 | 346 10 | 2,818 | 352 4 | 2,863 | 357 14 | 2,908 | 363 8 |
| 2,684 | 335 8 | 2,729 | 341 2 | 2,774 | 346 12 | 2,819 | 352 6 | 2,864 | 358 0 | 2,909 | 363 10 |
| 2,685 | 335 10 | 2,730 | 341 4 | 2,775 | 346 14 | 2,820 | 352 8 | 2,865 | 358 2 | 2,910 | 363 12 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 2,911 | 363 14 | 2,956 | 369 8 | 3,001 | 375 2 | 3,046 | 380 12 | 3,091 | 386 6 | 3,136 | 392 0 | | |
| 2,912 | 364 0 | 2,957 | 369 10 | 3,002 | 375 4 | 3,047 | 380 14 | 3,092 | 386 8 | 3,137 | 392 2 | | |
| 2,913 | 364 2 | 2,958 | 369 12 | 3,003 | 375 6 | 3,048 | 381 0 | 3,093 | 386 10 | 3,138 | 392 4 | | |
| 2,914 | 364 4 | 2,959 | 369 14 | 3,004 | 375 8 | 3,049 | 381 2 | 3,094 | 386 12 | 3,139 | 392 6 | | |
| 2,915 | 364 6 | 2,960 | 370 0 | 3,005 | 375 10 | 3,050 | 381 4 | 3,095 | 386 14 | 3,140 | 392 8 | | |
| 2,916 | 364 8 | 2,961 | 370 2 | 3,006 | 375 12 | 3,051 | 381 6 | 3,096 | 387 0 | 3,141 | 392 10 | | |
| 2,917 | 364 10 | 2,962 | 370 4 | 3,007 | 375 14 | 3,052 | 381 8 | 3,097 | 387 2 | 3,142 | 392 12 | | |
| 2,918 | 364 12 | 2,963 | 370 6 | 3,008 | 376 0 | 3,053 | 381 10 | 3,098 | 387 4 | 3,143 | 392 14 | | |
| 2,919 | 364 14 | 2,964 | 370 8 | 3,009 | 376 2 | 3,054 | 381 12 | 3,099 | 387 6 | 3,144 | 393 0 | | |
| 2,920 | 365 0 | 2,965 | 370 10 | 3,010 | 376 4 | 3,055 | 381 14 | 3,100 | 387 8 | 3,145 | 393 2 | | |
| 2,921 | 365 2 | 2,966 | 370 12 | 3,011 | 376 6 | 3,056 | 382 0 | 3,101 | 387 10 | 3,146 | 393 4 | | |
| 2,922 | 365 4 | 2,967 | 370 14 | 3,012 | 376 8 | 3,057 | 382 2 | 3,102 | 387 12 | 3,147 | 393 6 | | |
| 2,923 | 365 6 | 2,968 | 371 0 | 3,013 | 376 10 | 3,058 | 382 4 | 3,103 | 387 14 | 3,148 | 393 8 | | |
| 2,924 | 365 8 | 2,969 | 371 2 | 3,014 | 376 12 | 3,059 | 382 6 | 3,104 | 388 0 | 3,149 | 393 10 | | |
| 2,925 | 365 10 | 2,970 | 371 4 | 3,015 | 376 14 | 3,060 | 382 8 | 3,105 | 388 2 | 3,150 | 393 12 | | |
| 2,926 | 365 12 | 2,971 | 371 6 | 3,016 | 377 0 | 3,061 | 382 10 | 3,106 | 388 4 | 3,151 | 393 14 | | |
| 2,927 | 365 14 | 2,972 | 371 8 | 3,017 | 377 2 | 3,062 | 382 12 | 3,107 | 388 6 | 3,152 | 394 0 | | |
| 2,928 | 366 0 | 2,973 | 371 10 | 3,018 | 377 4 | 3,063 | 382 14 | 3,108 | 388 8 | 3,153 | 394 2 | | |
| 2,929 | 366 2 | 2,974 | 371 12 | 3,019 | 377 6 | 3,064 | 383 0 | 3,109 | 388 10 | 3,154 | 394 4 | | |
| 2,930 | 366 4 | 2,975 | 371 14 | 3,020 | 377 8 | 3,065 | 383 2 | 3,110 | 388 12 | 3,155 | 394 6 | | |
| 2,931 | 366 6 | 2,976 | 372 0 | 3,021 | 377 10 | 3,066 | 383 4 | 3,111 | 388 14 | 3,156 | 394 8 | | |
| 2,932 | 366 8 | 2,977 | 372 2 | 3,022 | 377 12 | 3,067 | 383 6 | 3,112 | 389 0 | 3,157 | 394 10 | | |
| 2,933 | 366 10 | 2,978 | 372 4 | 3,023 | 377 14 | 3,068 | 383 8 | 3,113 | 389 2 | 3,158 | 394 12 | | |
| 2,934 | 366 12 | 2,979 | 372 6 | 3,024 | 378 0 | 3,069 | 383 10 | 3,114 | 389 4 | 3,159 | 394 14 | | |
| 2,935 | 366 14 | 2,980 | 372 8 | 3,025 | 378 2 | 3,070 | 383 12 | 3,115 | 389 6 | 3,160 | 395 0 | | |
| 2,936 | 367 0 | 2,981 | 372 10 | 3,026 | 378 4 | 3,071 | 383 14 | 3,116 | 389 8 | 3,161 | 395 2 | | |
| 2,937 | 367 2 | 2,982 | 372 12 | 3,027 | 378 6 | 3,072 | 384 0 | 3,117 | 389 10 | 3,162 | 395 4 | | |
| 2,938 | 367 4 | 2,983 | 372 14 | 3,028 | 378 8 | 3,073 | 384 2 | 3,118 | 389 12 | 3,163 | 395 6 | | |
| 2,939 | 367 6 | 2,984 | 373 0 | 3,029 | 378 10 | 3,074 | 384 4 | 3,119 | 389 14 | 3,164 | 395 8 | | |
| 2,940 | 367 8 | 2,985 | 373 2 | 3,030 | 378 12 | 3,075 | 384 6 | 3,120 | 390 0 | 3,165 | 395 10 | | |
| 2,941 | 367 10 | 2,986 | 373 4 | 3,031 | 378 14 | 3,076 | 384 8 | 3,121 | 390 2 | 3,166 | 395 12 | | |
| 2,942 | 367 12 | 2,987 | 373 6 | 3,032 | 379 0 | 3,077 | 384 10 | 3,122 | 390 4 | 3,167 | 395 14 | | |
| 2,943 | 367 14 | 2,988 | 373 8 | 3,033 | 379 2 | 3,078 | 384 12 | 3,123 | 390 6 | 3,168 | 396 0 | | |
| 2,944 | 368 0 | 2,989 | 373 10 | 3,034 | 379 4 | 3,079 | 384 14 | 3,124 | 390 8 | 3,169 | 396 2 | | |
| 2,945 | 368 2 | 2,990 | 373 12 | 3,035 | 379 6 | 3,080 | 385 0 | 3,125 | 390 10 | 3,170 | 396 4 | | |
| 2,946 | 368 4 | 2,991 | 373 14 | 3,036 | 379 8 | 3,081 | 385 2 | 3,126 | 390 12 | 3,171 | 396 6 | | |
| 2,947 | 368 6 | 2,992 | 374 0 | 3,037 | 379 10 | 3,082 | 385 4 | 3,127 | 390 14 | 3,172 | 396 8 | | |
| 2,948 | 368 8 | 2,993 | 374 2 | 3,038 | 379 12 | 3,083 | 385 6 | 3,128 | 391 0 | 3,173 | 396 10 | | |
| 2,949 | 368 10 | 2,994 | 374 4 | 3,039 | 379 14 | 3,084 | 385 8 | 3,129 | 391 2 | 3,174 | 396 12 | | |
| 2,950 | 368 12 | 2,995 | 374 6 | 3,040 | 380 0 | 3,085 | 385 10 | 3,130 | 391 4 | 3,175 | 396 14 | | |
| 2,951 | 368 14 | 2,996 | 374 8 | 3,041 | 380 2 | 3,086 | 385 12 | 3,131 | 391 6 | 3,176 | 397 0 | | |
| 2,952 | 369 0 | 2,997 | 374 10 | 3,042 | 380 4 | 3,087 | 385 14 | 3,132 | 391 8 | 3,177 | 397 2 | | |
| 2,953 | 369 2 | 2,998 | 374 12 | 3,043 | 380 6 | 3,088 | 386 0 | 3,133 | 391 10 | 3,178 | 397 4 | | |
| 2,954 | 369 4 | 2,999 | 374 14 | 3,044 | 380 8 | 3,089 | 386 2 | 3,134 | 391 12 | 3,179 | 397 6 | | |
| 2,955 | 369 6 | 3,000 | 375 0 | 3,045 | 380 10 | 3,090 | 386 4 | 3,135 | 391 14 | 3,180 | 397 8 | | |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 3,181 | 397 10 | 3,226 | 403 4 | 3,271 | 408 14 | 3,316 | 414 8 | 3,361 | 420 2 | 3,406 | 425 12 |
| 3,182 | 397 12 | 3,227 | 403 6 | 3,272 | 409 0 | 3,317 | 414 10 | 3,362 | 420 4 | 3,407 | 425 14 |
| 3,183 | 397 14 | 3,228 | 403 8 | 3,273 | 409 2 | 3,318 | 414 12 | 3,363 | 420 6 | 3,408 | 426 0 |
| 3,184 | 398 0 | 3,229 | 403 10 | 3,274 | 409 4 | 3,319 | 414 14 | 3,364 | 420 8 | 3,409 | 426 2 |
| 3,185 | 398 2 | 3,230 | 403 12 | 3,275 | 409 6 | 3,320 | 415 0 | 3,365 | 420 10 | 3,410 | 426 4 |
| 3,186 | 398 4 | 3,231 | 403 14 | 3,276 | 409 8 | 3,321 | 415 2 | 3,366 | 420 12 | 3,411 | 426 6 |
| 3,187 | 398 6 | 3,232 | 404 0 | 3,277 | 409 10 | 3,322 | 415 4 | 3,367 | 420 14 | 3,412 | 426 8 |
| 3,188 | 398 8 | 3,233 | 404 2 | 3,278 | 409 12 | 3,323 | 415 6 | 3,368 | 421 0 | 3,413 | 426 10 |
| 3,189 | 398 10 | 3,234 | 404 4 | 3,279 | 409 14 | 3,324 | 415 8 | 3,369 | 421 2 | 3,414 | 426 12 |
| 3,190 | 398 12 | 3,235 | 404 6 | 3,280 | 410 0 | 3,325 | 415 10 | 3,370 | 421 4 | 3,415 | 426 14 |
| 3,191 | 398 14 | 3,236 | 404 8 | 3,281 | 410 2 | 3,326 | 415 12 | 3,371 | 421 6 | 3,416 | 427 0 |
| 3,192 | 399 0 | 3,237 | 404 10 | 3,282 | 410 4 | 3,327 | 415 14 | 3,372 | 421 8 | 3,417 | 427 2 |
| 3,193 | 399 2 | 3,238 | 404 12 | 3,283 | 410 6 | 3,328 | 416 0 | 3,373 | 421 10 | 3,418 | 427 4 |
| 3,194 | 399 4 | 3,239 | 404 14 | 3,284 | 410 8 | 3,329 | 416 2 | 3,374 | 421 12 | 3,419 | 427 6 |
| 3,195 | 399 6 | 3,240 | 405 0 | 3,285 | 410 10 | 3,330 | 416 4 | 3,375 | 421 14 | 3,420 | 427 8 |
| 3,196 | 399 8 | 3,241 | 405 2 | 3,286 | 410 12 | 3,331 | 416 6 | 3,376 | 422 0 | 3,421 | 427 10 |
| 3,197 | 399 10 | 3,242 | 405 4 | 3,287 | 410 14 | 3,332 | 416 8 | 3,377 | 422 2 | 3,422 | 427 12 |
| 3,198 | 399 12 | 3,243 | 405 6 | 3,288 | 411 0 | 3,333 | 416 10 | 3,378 | 422 4 | 3,423 | 427 14 |
| 3,199 | 399 14 | 3,244 | 405 8 | 3,289 | 411 2 | 3,334 | 416 12 | 3,379 | 422 6 | 3,424 | 428 0 |
| 3,200 | 400 0 | 3,245 | 405 10 | 3,290 | 411 4 | 3,335 | 416 14 | 3,380 | 422 8 | 3,425 | 428 2 |
| 3,201 | 400 2 | 3,246 | 405 12 | 3,291 | 411 6 | 3,336 | 417 0 | 3,381 | 422 10 | 3,426 | 428 4 |
| 3,202 | 400 4 | 3,247 | 405 14 | 3,292 | 411 8 | 3,337 | 417 2 | 3,382 | 422 12 | 3,427 | 428 6 |
| 3,203 | 400 6 | 3,248 | 406 0 | 3,293 | 411 10 | 3,338 | 417 4 | 3,383 | 422 14 | 3,428 | 428 8 |
| 3,204 | 400 8 | 3,249 | 406 2 | 3,294 | 411 12 | 3,339 | 417 6 | 3,384 | 423 0 | 3,429 | 428 10 |
| 3,205 | 400 10 | 3,250 | 406 4 | 3,295 | 411 14 | 3,340 | 417 8 | 3,385 | 423 2 | 3,430 | 428 12 |
| 3,206 | 400 12 | 3,251 | 406 6 | 3,296 | 412 0 | 3,341 | 417 10 | 3,386 | 423 4 | 3,431 | 428 14 |
| 3,207 | 400 14 | 3,252 | 406 8 | 3,297 | 412 2 | 3,342 | 417 12 | 3,387 | 423 6 | 3,432 | 429 0 |
| 3,208 | 401 0 | 3,253 | 406 10 | 3,298 | 412 4 | 3,343 | 417 14 | 3,388 | 423 8 | 3,433 | 429 2 |
| 3,209 | 401 2 | 3,254 | 406 12 | 3,299 | 412 6 | 3,344 | 418 0 | 3,389 | 423 10 | 3,434 | 429 4 |
| 3,210 | 401 4 | 3,255 | 406 14 | 3,300 | 412 8 | 3,345 | 418 2 | 3,390 | 423 12 | 3,435 | 429 6 |
| 3,211 | 401 6 | 3,256 | 407 0 | 3,301 | 412 10 | 3,346 | 418 4 | 3,391 | 423 14 | 3,436 | 429 8 |
| 3,212 | 401 8 | 3,257 | 407 2 | 3,302 | 412 12 | 3,347 | 418 6 | 3,392 | 424 0 | 3,437 | 429 10 |
| 3,213 | 401 10 | 3,258 | 407 4 | 3,303 | 412 14 | 3,348 | 418 8 | 3,393 | 424 2 | 3,438 | 429 12 |
| 3,214 | 401 12 | 3,259 | 407 6 | 3,304 | 413 0 | 3,349 | 418 10 | 3,394 | 424 4 | 3,439 | 429 14 |
| 3,215 | 401 14 | 3,260 | 407 8 | 3,305 | 413 2 | 3,350 | 418 12 | 3,395 | 424 6 | 3,440 | 430 0 |
| 3,216 | 402 0 | 3,261 | 407 10 | 3,306 | 413 4 | 3,351 | 418 14 | 3,396 | 424 8 | 3,441 | 430 2 |
| 3,217 | 402 2 | 3,262 | 407 12 | 3,307 | 413 6 | 3,352 | 419 0 | 3,397 | 424 10 | 3,442 | 430 4 |
| 3,218 | 402 4 | 3,263 | 407 14 | 3,308 | 413 8 | 3,353 | 419 2 | 3,398 | 424 12 | 3,443 | 430 6 |
| 3,219 | 402 6 | 3,264 | 408 0 | 3,309 | 413 10 | 3,354 | 419 4 | 3,399 | 424 14 | 3,444 | 430 8 |
| 3,220 | 402 8 | 3,265 | 408 2 | 3,310 | 413 12 | 3,355 | 419 6 | 3,400 | 425 0 | 3,445 | 430 10 |
| 3,221 | 402 10 | 3,266 | 408 4 | 3,311 | 413 14 | 3,356 | 419 8 | 3,401 | 425 2 | 3,446 | 430 12 |
| 3,222 | 402 12 | 3,267 | 408 6 | 3,312 | 414 0 | 3,357 | 419 10 | 3,402 | 425 4 | 3,447 | 430 14 |
| 3,223 | 402 14 | 3,268 | 408 8 | 3,313 | 414 2 | 3,358 | 419 12 | 3,403 | 425 6 | 3,448 | 431 0 |
| 3,224 | 403 0 | 3,269 | 408 10 | 3,314 | 414 4 | 3,359 | 419 14 | 3,404 | 425 8 | 3,449 | 431 2 |
| 3,225 | 403 2 | 3,270 | 408 12 | 3,315 | 414 6 | 3,360 | 420 0 | 3,405 | 425 10 | 3,450 | 431 4 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 3,451 | 431 6 | 3,496 | 437 0 | 3,541 | 442 10 | 3,586 | 448 4 | 3,631 | 453 14 | 3,676 | 459 8 |
| 3,452 | 431 8 | 3,497 | 437 2 | 3,542 | 442 12 | 3,587 | 448 6 | 3,632 | 454 0 | 3,677 | 459 10 |
| 3,453 | 431 10 | 3,498 | 437 4 | 3,543 | 442 14 | 3,588 | 448 8 | 3,633 | 454 2 | 3,678 | 459 12 |
| 3,454 | 431 12 | 3,499 | 437 6 | 3,544 | 443 0 | 3,589 | 448 10 | 3,634 | 454 4 | 3,679 | 459 14 |
| 3,455 | 431 14 | 3,500 | 437 8 | 3,545 | 443 2 | 3,590 | 448 12 | 3,635 | 454 6 | 3,680 | 460 0 |
| 3,456 | 432 0 | 3,501 | 437 10 | 3,546 | 443 4 | 3,591 | 448 14 | 3,636 | 454 8 | 3,681 | 460 2 |
| 3,457 | 432 2 | 3,502 | 437 12 | 3,547 | 443 6 | 3,592 | 449 0 | 3,637 | 454 10 | 3,682 | 460 4 |
| 3,458 | 432 4 | 3,503 | 437 14 | 3,548 | 443 8 | 3,593 | 449 2 | 3,638 | 454 12 | 3,683 | 460 6 |
| 3,459 | 432 6 | 3,504 | 438 0 | 3,549 | 443 10 | 3,594 | 449 4 | 3,639 | 454 14 | 3,684 | 460 8 |
| 3,460 | 432 8 | 3,505 | 438 2 | 3,550 | 443 12 | 3,595 | 449 6 | 3,640 | 455 0 | 3,685 | 460 10 |
| 3,461 | 432 10 | 3,506 | 438 4 | 3,551 | 443 14 | 3,596 | 449 8 | 3,641 | 455 2 | 3,686 | 460 12 |
| 3,462 | 432 12 | 3,507 | 438 6 | 3,552 | 444 0 | 3,597 | 449 10 | 3,642 | 455 4 | 3,687 | 460 14 |
| 3,463 | 432 14 | 3,508 | 438 8 | 3,553 | 444 2 | 3,598 | 449 12 | 3,643 | 455 6 | 3,688 | 461 0 |
| 3,464 | 433 0 | 3,509 | 438 10 | 3,554 | 444 4 | 3,599 | 449 14 | 3,644 | 455 8 | 3,689 | 461 2 |
| 3,465 | 433 2 | 3,510 | 438 12 | 3,555 | 444 6 | 3,600 | 450 0 | 3,645 | 455 10 | 3,690 | 461 4 |
| 3,466 | 433 4 | 3,511 | 438 14 | 3,556 | 444 8 | 3,601 | 450 2 | 3,646 | 455 12 | 3,691 | 461 6 |
| 3,467 | 433 6 | 3,512 | 439 0 | 3,557 | 444 10 | 3,602 | 450 4 | 3,647 | 455 14 | 3,692 | 461 8 |
| 3,468 | 433 8 | 3,513 | 439 2 | 3,558 | 444 12 | 3,603 | 450 6 | 3,648 | 456 0 | 3,693 | 461 10 |
| 3,469 | 433 10 | 3,514 | 439 4 | 3,559 | 444 14 | 3,604 | 450 8 | 3,649 | 456 2 | 3,694 | 461 12 |
| 3,470 | 433 12 | 3,515 | 439 6 | 3,560 | 445 0 | 3,605 | 450 10 | 3,650 | 456 4 | 3,695 | 461 14 |
| 3,471 | 433 14 | 3,516 | 439 8 | 3,561 | 445 2 | 3,606 | 450 12 | 3,651 | 456 6 | 3,696 | 462 0 |
| 3,472 | 434 0 | 3,517 | 439 10 | 3,562 | 445 4 | 3,607 | 450 14 | 3,652 | 456 8 | 3,697 | 462 2 |
| 3,473 | 434 2 | 3,518 | 439 12 | 3,563 | 445 6 | 3,608 | 451 0 | 3,653 | 456 10 | 3,698 | 462 4 |
| 3,474 | 434 4 | 3,519 | 439 14 | 3,564 | 445 8 | 3,609 | 451 2 | 3,654 | 456 12 | 3,699 | 462 6 |
| 3,475 | 434 6 | 3,520 | 440 0 | 3,565 | 445 10 | 3,610 | 451 4 | 3,655 | 456 14 | 3,700 | 462 8 |
| 3,476 | 434 8 | 3,521 | 440 2 | 3,566 | 445 12 | 3,611 | 451 6 | 3,656 | 457 0 | 3,701 | 462 10 |
| 3,477 | 434 10 | 3,522 | 440 4 | 3,567 | 445 14 | 3,612 | 451 8 | 3,657 | 457 2 | 3,702 | 462 12 |
| 3,478 | 434 12 | 3,523 | 440 6 | 3,568 | 446 0 | 3,613 | 451 10 | 3,658 | 457 4 | 3,703 | 462 14 |
| 3,479 | 434 14 | 3,524 | 440 8 | 3,569 | 446 2 | 3,614 | 451 12 | 3,659 | 457 6 | 3,704 | 463 0 |
| 3,480 | 435 0 | 3,525 | 440 10 | 3,570 | 446 4 | 3,615 | 451 14 | 3,660 | 457 8 | 3,705 | 463 2 |
| 3,481 | 435 2 | 3,526 | 440 12 | 3,571 | 446 6 | 3,616 | 452 0 | 3,661 | 457 10 | 3,706 | 463 4 |
| 3,482 | 435 4 | 3,527 | 440 14 | 3,572 | 446 8 | 3,617 | 452 2 | 3,662 | 457 12 | 3,707 | 463 6 |
| 3,483 | 435 6 | 3,528 | 441 0 | 3,573 | 446 10 | 3,618 | 452 4 | 3,663 | 457 14 | 3,708 | 463 8 |
| 3,484 | 435 8 | 3,529 | 441 2 | 3,574 | 446 12 | 3,619 | 452 6 | 3,664 | 458 0 | 3,709 | 463 10 |
| 3,485 | 435 10 | 3,530 | 441 4 | 3,575 | 446 14 | 3,620 | 452 8 | 3,665 | 458 2 | 3,710 | 463 12 |
| 3,486 | 435 12 | 3,531 | 441 6 | 3,576 | 447 0 | 3,621 | 452 10 | 3,666 | 458 4 | 3,711 | 463 14 |
| 3,487 | 435 14 | 3,532 | 441 8 | 3,577 | 447 2 | 3,622 | 452 12 | 3,667 | 458 6 | 3,712 | 464 0 |
| 3,488 | 436 0 | 3,533 | 441 10 | 3,578 | 447 4 | 3,623 | 452 14 | 3,668 | 458 8 | 3,713 | 464 2 |
| 3,489 | 436 2 | 3,534 | 441 12 | 3,579 | 447 6 | 3,624 | 453 0 | 3,669 | 458 10 | 3,714 | 464 4 |
| 3,490 | 436 4 | 3,535 | 441 14 | 3,580 | 447 8 | 3,625 | 453 2 | 3,670 | 458 12 | 3,715 | 464 6 |
| 3,491 | 436 6 | 3,536 | 442 0 | 3,581 | 447 10 | 3,626 | 453 4 | 3,671 | 458 14 | 3,716 | 464 8 |
| 3,492 | 436 8 | 3,537 | 442 2 | 3,582 | 447 12 | 3,627 | 453 6 | 3,672 | 459 0 | 3,717 | 464 10 |
| 3,493 | 436 10 | 3,538 | 442 4 | 3,583 | 447 14 | 3,628 | 453 8 | 3,673 | 459 2 | 3,718 | 464 12 |
| 3,494 | 436 12 | 3,539 | 442 6 | 3,584 | 448 0 | 3,629 | 453 10 | 3,674 | 459 4 | 3,719 | 464 14 |
| 3,495 | 436 14 | 3,540 | 442 8 | 3,585 | 448 2 | 3,630 | 453 12 | 3,675 | 459 6 | 3,720 | 465 0 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 3,721 | 465 2 | 3,766 | 470 12 | 3,811 | 476 6 | 3,856 | 482 0 | 3,901 | 487 10 | 3,946 | 493 4 |
| 3,722 | 465 4 | 3,767 | 470 14 | 3,812 | 476 8 | 3,857 | 482 2 | 3,902 | 487 12 | 3,947 | 493 6 |
| 3,723 | 465 6 | 3,768 | 471 0 | 3,813 | 476 10 | 3,858 | 482 4 | 3,903 | 487 14 | 3,948 | 493 8 |
| 3,724 | 465 8 | 3,769 | 471 2 | 3,814 | 476 12 | 3,859 | 482 6 | 3,904 | 488 0 | 3,949 | 493 10 |
| 3,725 | 465 10 | 3,770 | 471 4 | 3,815 | 476 14 | 3,860 | 482 8 | 3,905 | 488 2 | 3,950 | 493 12 |
| 3,726 | 465 12 | 3,771 | 471 6 | 3,816 | 477 0 | 3,861 | 482 10 | 3,906 | 488 4 | 3,951 | 493 14 |
| 3,727 | 465 14 | 3,772 | 471 8 | 3,817 | 477 2 | 3,862 | 482 12 | 3,907 | 488 6 | 3,952 | 494 0 |
| 3,728 | 466 0 | 3,773 | 471 10 | 3,818 | 477 4 | 3,863 | 482 14 | 3,908 | 488 8 | 3,953 | 494 2 |
| 3,729 | 466 2 | 3,774 | 471 12 | 3,819 | 477 6 | 3,864 | 483 0 | 3,909 | 488 10 | 3,954 | 494 4 |
| 3,730 | 466 4 | 3,775 | 471 14 | 3,820 | 477 8 | 3,865 | 483 2 | 3,910 | 488 12 | 3,955 | 494 6 |
| 3,731 | 466 6 | 3,776 | 472 0 | 3,821 | 477 10 | 3,866 | 483 4 | 3,911 | 488 14 | 3,956 | 494 8 |
| 3,732 | 466 8 | 3,777 | 472 2 | 3,822 | 477 12 | 3,867 | 483 6 | 3,912 | 489 0 | 3,957 | 494 10 |
| 3,733 | 466 10 | 3,778 | 472 4 | 3,823 | 477 14 | 3,868 | 483 8 | 3,913 | 489 2 | 3,958 | 494 12 |
| 3,734 | 466 12 | 3,779 | 472 6 | 3,824 | 478 0 | 3,869 | 483 10 | 3,914 | 489 4 | 3,959 | 494 14 |
| 3,735 | 466 14 | 3,780 | 472 8 | 3,825 | 478 2 | 3,870 | 483 12 | 3,915 | 489 6 | 3,960 | 495 0 |
| 3,736 | 467 0 | 3,781 | 472 10 | 3,826 | 478 4 | 3,871 | 483 14 | 3,916 | 489 8 | 3,961 | 495 2 |
| 3,737 | 467 2 | 3,782 | 472 12 | 3,827 | 478 6 | 3,872 | 484 0 | 3,917 | 489 10 | 3,962 | 495 4 |
| 3,738 | 467 4 | 3,783 | 472 14 | 3,828 | 478 8 | 3,873 | 484 2 | 3,918 | 489 12 | 3,963 | 495 6 |
| 3,739 | 467 6 | 3,784 | 473 0 | 3,829 | 478 10 | 3,874 | 484 4 | 3,919 | 489 14 | 3,964 | 495 8 |
| 3,740 | 467 8 | 3,785 | 473 2 | 3,830 | 478 12 | 3,875 | 484 6 | 3,920 | 490 0 | 3,965 | 495 10 |
| 3,741 | 467 10 | 3,786 | 473 4 | 3,831 | 478 14 | 3,876 | 484 8 | 3,921 | 490 2 | 3,966 | 495 12 |
| 3,742 | 467 12 | 3,787 | 473 6 | 3,832 | 479 0 | 3,877 | 484 10 | 3,922 | 490 4 | 3,967 | 495 14 |
| 3,743 | 467 14 | 3,788 | 473 8 | 3,833 | 479 2 | 3,878 | 484 12 | 3,923 | 490 6 | 3,968 | 496 0 |
| 3,744 | 468 0 | 3,789 | 473 10 | 3,834 | 479 4 | 3,879 | 484 14 | 3,924 | 490 8 | 3,969 | 496 2 |
| 3,745 | 468 2 | 3,790 | 473 12 | 3,835 | 479 6 | 3,880 | 485 0 | 3,925 | 490 10 | 3,970 | 496 4 |
| 3,746 | 468 4 | 3,791 | 473 14 | 3,836 | 479 8 | 3,881 | 485 2 | 3,926 | 490 12 | 3,971 | 496 6 |
| 3,747 | 468 6 | 3,792 | 474 0 | 3,837 | 479 10 | 3,882 | 485 4 | 3,927 | 490 14 | 3,972 | 496 8 |
| 3,748 | 468 8 | 3,793 | 474 2 | 3,838 | 479 12 | 3,883 | 485 6 | 3,928 | 491 0 | 3,973 | 496 10 |
| 3,749 | 468 10 | 3,794 | 474 4 | 3,839 | 479 14 | 3,884 | 485 8 | 3,929 | 491 2 | 3,974 | 496 12 |
| 3,750 | 468 12 | 3,795 | 474 6 | 3,840 | 480 0 | 3,885 | 485 10 | 3,930 | 491 4 | 3,975 | 496 14 |
| 3,751 | 468 14 | 3,796 | 474 8 | 3,841 | 480 2 | 3,886 | 485 12 | 3,931 | 491 6 | 3,976 | 497 0 |
| 3,752 | 469 0 | 3,797 | 474 10 | 3,842 | 480 4 | 3,887 | 485 14 | 3,932 | 491 8 | 3,977 | 497 2 |
| 3,753 | 469 2 | 3,798 | 474 12 | 3,843 | 480 6 | 3,888 | 486 0 | 3,933 | 491 10 | 3,978 | 497 4 |
| 3,754 | 469 4 | 3,799 | 474 14 | 3,844 | 480 8 | 3,889 | 486 2 | 3,934 | 491 12 | 3,979 | 497 6 |
| 3,755 | 469 6 | 3,800 | 475 0 | 3,845 | 480 10 | 3,890 | 486 4 | 3,935 | 491 14 | 3,980 | 497 8 |
| 3,756 | 469 8 | 3,801 | 475 2 | 3,846 | 480 12 | 3,891 | 486 6 | 3,936 | 492 0 | 3,981 | 497 10 |
| 3,757 | 469 10 | 3,802 | 475 4 | 3,847 | 480 14 | 3,892 | 486 8 | 3,937 | 492 2 | 3,982 | 497 12 |
| 3,758 | 469 12 | 3,803 | 475 6 | 3,848 | 481 0 | 3,893 | 486 10 | 3,938 | 492 4 | 3,983 | 497 14 |
| 3,759 | 469 14 | 3,804 | 475 8 | 3,849 | 481 2 | 3,894 | 486 12 | 3,939 | 492 6 | 3,984 | 498 0 |
| 3,760 | 470 0 | 3,805 | 475 10 | 3,850 | 481 4 | 3,895 | 486 14 | 3,940 | 492 8 | 3,985 | 498 2 |
| 3,761 | 470 2 | 3,806 | 475 12 | 3,851 | 481 6 | 3,896 | 487 0 | 3,941 | 492 10 | 3,986 | 498 4 |
| 3,762 | 470 4 | 3,807 | 475 14 | 3,852 | 481 8 | 3,897 | 487 2 | 3,942 | 492 12 | 3,987 | 498 6 |
| 3,763 | 470 6 | 3,808 | 476 0 | 3,853 | 481 10 | 3,898 | 487 4 | 3,943 | 492 14 | 3,988 | 498 8 |
| 3,764 | 470 8 | 3,809 | 476 2 | 3,854 | 481 12 | 3,899 | 487 6 | 3,944 | 493 0 | 3,989 | 498 10 |
| 3,765 | 470 10 | 3,810 | 476 4 | 3,855 | 481 14 | 3,900 | 487 8 | 3,945 | 493 2 | 3,990 | 498 12 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 3,991 | 498 14 | 4,036 | 504 8 | 4,081 | 510 2 | 4,126 | 515 12 | 4,171 | 521 6 | 4,216 | 527 0 | | |
| 3,992 | 499 0 | 4,037 | 504 10 | 4,082 | 510 4 | 4,127 | 515 14 | 4,172 | 521 8 | 4,217 | 527 2 | | |
| 3,993 | 499 2 | 4,038 | 504 12 | 4,083 | 510 6 | 4,128 | 516 0 | 4,173 | 521 10 | 4,218 | 527 4 | | |
| 3,994 | 499 4 | 4,039 | 504 14 | 4,084 | 510 8 | 4,129 | 516 2 | 4,174 | 521 12 | 4,219 | 527 6 | | |
| 3,995 | 499 6 | 4,040 | 505 0 | 4,085 | 510 10 | 4,130 | 516 4 | 4,175 | 521 14 | 4,220 | 527 8 | | |
| 3,996 | 499 8 | 4,041 | 505 2 | 4,086 | 510 12 | 4,131 | 516 6 | 4,176 | 522 0 | 4,221 | 527 10 | | |
| 3,997 | 499 10 | 4,042 | 505 4 | 4,087 | 510 14 | 4,132 | 516 8 | 4,177 | 522 2 | 4,222 | 527 12 | | |
| 3,998 | 499 12 | 4,043 | 505 6 | 4,088 | 511 0 | 4,133 | 516 10 | 4,178 | 522 4 | 4,223 | 527 14 | | |
| 3,999 | 499 14 | 4,044 | 505 8 | 4,089 | 511 2 | 4,134 | 516 12 | 4,179 | 522 6 | 4,224 | 528 0 | | |
| 4,000 | 500 0 | 4,045 | 505 10 | 4,090 | 511 4 | 4,135 | 516 14 | 4,180 | 522 8 | 4,225 | 528 2 | | |
| 4,001 | 500 2 | 4,046 | 505 12 | 4,091 | 511 6 | 4,136 | 517 0 | 4,181 | 522 10 | 4,226 | 528 4 | | |
| 4,002 | 500 4 | 4,047 | 505 14 | 4,092 | 511 8 | 4,137 | 517 2 | 4,182 | 522 12 | 4,227 | 528 6 | | |
| 4,003 | 500 6 | 4,048 | 506 0 | 4,093 | 511 10 | 4,138 | 517 4 | 4,183 | 522 14 | 4,228 | 528 8 | | |
| 4,004 | 500 8 | 4,049 | 506 2 | 4,094 | 511 12 | 4,139 | 517 6 | 4,184 | 523 0 | 4,229 | 528 10 | | |
| 4,005 | 500 10 | 4,050 | 506 4 | 4,095 | 511 14 | 4,140 | 517 8 | 4,185 | 523 2 | 4,230 | 528 12 | | |
| 4,006 | 500 12 | 4,051 | 506 6 | 4,096 | 512 0 | 4,141 | 517 10 | 4,186 | 523 4 | 4,231 | 528 14 | | |
| 4,007 | 500 14 | 4,052 | 506 8 | 4,097 | 512 2 | 4,142 | 517 12 | 4,187 | 523 6 | 4,232 | 529 0 | | |
| 4,008 | 501 0 | 4,053 | 506 10 | 4,098 | 512 4 | 4,143 | 517 14 | 4,188 | 523 8 | 4,233 | 529 2 | | |
| 4,009 | 501 2 | 4,054 | 506 12 | 4,099 | 512 6 | 4,144 | 518 0 | 4,189 | 523 10 | 4,234 | 529 4 | | |
| 4,010 | 501 4 | 4,055 | 506 14 | 4,100 | 512 8 | 4,145 | 518 2 | 4,190 | 523 12 | 4,235 | 529 6 | | |
| 4,011 | 501 6 | 4,056 | 507 0 | 4,101 | 512 10 | 4,146 | 518 4 | 4,191 | 523 14 | 4,236 | 529 8 | | |
| 4,012 | 501 8 | 4,057 | 507 2 | 4,102 | 512 12 | 4,147 | 518 6 | 4,192 | 524 0 | 4,237 | 529 10 | | |
| 4,013 | 501 10 | 4,058 | 507 4 | 4,103 | 512 14 | 4,148 | 518 8 | 4,193 | 524 2 | 4,238 | 529 12 | | |
| 4,014 | 501 12 | 4,059 | 507 6 | 4,104 | 513 0 | 4,149 | 518 10 | 4,194 | 524 4 | 4,239 | 529 14 | | |
| 4,015 | 501 14 | 4,060 | 507 8 | 4,105 | 513 2 | 4,150 | 518 12 | 4,195 | 524 6 | 4,240 | 530 0 | | |
| 4,016 | 502 0 | 4,061 | 507 10 | 4,106 | 513 4 | 4,151 | 518 14 | 4,196 | 524 8 | 4,241 | 530 2 | | |
| 4,017 | 502 2 | 4,062 | 507 12 | 4,107 | 513 6 | 4,152 | 519 0 | 4,197 | 524 10 | 4,242 | 530 4 | | |
| 4,018 | 502 4 | 4,063 | 507 14 | 4,108 | 513 8 | 4,153 | 519 2 | 4,198 | 524 12 | 4,243 | 530 6 | | |
| 4,019 | 502 6 | 4,064 | 508 0 | 4,109 | 513 10 | 4,154 | 519 4 | 4,199 | 524 14 | 4,244 | 530 8 | | |
| 4,020 | 502 8 | 4,065 | 508 2 | 4,110 | 513 12 | 4,155 | 519 6 | 4,200 | 525 0 | 4,245 | 530 10 | | |
| 4,021 | 502 10 | 4,066 | 508 4 | 4,111 | 513 14 | 4,156 | 519 8 | 4,201 | 525 2 | 4,246 | 530 12 | | |
| 4,022 | 502 12 | 4,067 | 508 6 | 4,112 | 514 0 | 4,157 | 519 10 | 4,202 | 525 4 | 4,247 | 530 14 | | |
| 4,023 | 502 14 | 4,068 | 508 8 | 4,113 | 514 2 | 4,158 | 519 12 | 4,203 | 525 6 | 4,248 | 531 0 | | |
| 4,024 | 503 0 | 4,069 | 508 10 | 4,114 | 514 4 | 4,159 | 519 14 | 4,204 | 525 8 | 4,249 | 531 2 | | |
| 4,025 | 503 2 | 4,070 | 508 12 | 4,115 | 514 6 | 4,160 | 520 0 | 4,205 | 525 10 | 4,250 | 531 4 | | |
| 4,026 | 503 4 | 4,071 | 508 14 | 4,116 | 514 8 | 4,161 | 520 2 | 4,206 | 525 12 | 4,251 | 531 6 | | |
| 4,027 | 503 6 | 4,072 | 509 0 | 4,117 | 514 10 | 4,162 | 520 4 | 4,207 | 525 14 | 4,252 | 531 8 | | |
| 4,028 | 503 8 | 4,073 | 509 2 | 4,118 | 514 12 | 4,163 | 520 6 | 4,208 | 526 0 | 4,253 | 531 10 | | |
| 4,029 | 503 10 | 4,074 | 509 4 | 4,119 | 514 14 | 4,164 | 520 8 | 4,209 | 526 2 | 4,254 | 531 12 | | |
| 4,030 | 503 12 | 4,075 | 509 6 | 4,120 | 515 0 | 4,165 | 520 10 | 4,210 | 526 4 | 4,255 | 531 14 | | |
| 4,031 | 503 14 | 4,076 | 509 8 | 4,121 | 515 2 | 4,166 | 520 12 | 4,211 | 526 6 | 4,256 | 532 0 | | |
| 4,032 | 504 0 | 4,077 | 509 10 | 4,122 | 515 4 | 4,167 | 520 14 | 4,212 | 526 8 | 4,257 | 532 2 | | |
| 4,033 | 504 2 | 4,078 | 509 12 | 4,123 | 515 6 | 4,168 | 521 0 | 4,213 | 526 10 | 4,258 | 532 4 | | |
| 4,034 | 504 4 | 4,079 | 509 14 | 4,124 | 515 8 | 4,169 | 521 2 | 4,214 | 526 12 | 4,259 | 532 6 | | |
| 4,035 | 504 6 | 4,080 | 510 0 | 4,125 | 515 10 | 4,170 | 521 4 | 4,215 | 526 14 | 4,260 | 532 8 | | |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 4,261 | 532 10 | 4,306 | 538 4 | 4,351 | 543 14 | 4,396 | 549 8 | 4,441 | 555 2 | 4,486 | 560 12 |
| 4,262 | 532 12 | 4,307 | 538 6 | 4,352 | 544 0 | 4,397 | 549 10 | 4,442 | 555 4 | 4,487 | 560 14 |
| 4,263 | 532 14 | 4,308 | 538 8 | 4,353 | 544 2 | 4,398 | 549 12 | 4,443 | 555 6 | 4,488 | 561 0 |
| 4,264 | 533 0 | 4,309 | 538 10 | 4,354 | 544 4 | 4,399 | 549 14 | 4,444 | 555 8 | 4,489 | 561 2 |
| 4,265 | 533 2 | 4,310 | 538 12 | 4,355 | 544 6 | 4,400 | 550 0 | 4,445 | 555 10 | 4,490 | 561 4 |
| 4,266 | 533 4 | 4,311 | 538 14 | 4,356 | 544 8 | 4,401 | 550 2 | 4,446 | 555 12 | 4,491 | 561 6 |
| 4,267 | 533 6 | 4,312 | 539 0 | 4,357 | 544 10 | 4,402 | 550 4 | 4,447 | 555 14 | 4,492 | 561 8 |
| 4,268 | 533 8 | 4,313 | 539 2 | 4,358 | 544 12 | 4,403 | 550 6 | 4,448 | 556 0 | 4,493 | 561 10 |
| 4,269 | 533 10 | 4,314 | 539 4 | 4,359 | 544 14 | 4,404 | 550 8 | 4,449 | 556 2 | 4,494 | 561 12 |
| 4,270 | 533 12 | 4,315 | 539 6 | 4,360 | 545 0 | 4,405 | 550 10 | 4,450 | 556 4 | 4,495 | 561 14 |
| 4,271 | 533 14 | 4,316 | 539 8 | 4,361 | 545 2 | 4,406 | 550 12 | 4,451 | 556 6 | 4,496 | 562 0 |
| 4,272 | 534 0 | 4,317 | 539 10 | 4,362 | 545 4 | 4,407 | 550 14 | 4,452 | 556 8 | 4,497 | 562 2 |
| 4,273 | 534 2 | 4,318 | 539 12 | 4,363 | 545 6 | 4,408 | 551 0 | 4,453 | 556 10 | 4,498 | 562 4 |
| 4,274 | 534 4 | 4,319 | 539 14 | 4,364 | 545 8 | 4,409 | 551 2 | 4,454 | 556 12 | 4,499 | 562 6 |
| 4,275 | 534 6 | 4,320 | 540 0 | 4,365 | 545 10 | 4,410 | 551 4 | 4,455 | 556 14 | 4,500 | 562 8 |
| 4,276 | 534 8 | 4,321 | 540 2 | 4,366 | 545 12 | 4,411 | 551 6 | 4,456 | 557 0 | 4,501 | 562 10 |
| 4,277 | 534 10 | 4,322 | 540 4 | 4,367 | 545 14 | 4,412 | 551 8 | 4,457 | 557 2 | 4,502 | 562 12 |
| 4,278 | 534 12 | 4,323 | 540 6 | 4,368 | 546 0 | 4,413 | 551 10 | 4,458 | 557 4 | 4,503 | 562 14 |
| 4,279 | 534 14 | 4,324 | 540 8 | 4,369 | 546 2 | 4,414 | 551 12 | 4,459 | 557 6 | 4,504 | 563 0 |
| 4,280 | 535 0 | 4,325 | 540 10 | 4,370 | 546 4 | 4,415 | 551 14 | 4,460 | 557 8 | 4,505 | 563 2 |
| 4,281 | 535 2 | 4,326 | 540 12 | 4,371 | 546 6 | 4,416 | 552 0 | 4,461 | 557 10 | 4,506 | 563 4 |
| 4,282 | 535 4 | 4,327 | 540 14 | 4,372 | 546 8 | 4,417 | 552 2 | 4,462 | 557 12 | 4,507 | 563 6 |
| 4,283 | 535 6 | 4,328 | 541 0 | 4,373 | 546 10 | 4,418 | 552 4 | 4,463 | 557 14 | 4,508 | 563 8 |
| 4,284 | 535 8 | 4,329 | 541 2 | 4,374 | 546 12 | 4,419 | 552 6 | 4,464 | 558 0 | 4,509 | 563 10 |
| 4,285 | 535 10 | 4,330 | 541 4 | 4,375 | 546 14 | 4,420 | 552 8 | 4,465 | 558 2 | 4,510 | 563 12 |
| 4,286 | 535 12 | 4,331 | 541 6 | 4,376 | 547 0 | 4,421 | 552 10 | 4,466 | 558 4 | 4,511 | 563 14 |
| 4,287 | 535 14 | 4,332 | 541 8 | 4,377 | 547 2 | 4,422 | 552 12 | 4,467 | 558 6 | 4,512 | 564 0 |
| 4,288 | 536 0 | 4,333 | 541 10 | 4,378 | 547 4 | 4,423 | 552 14 | 4,468 | 558 8 | 4,513 | 564 2 |
| 4,289 | 536 2 | 4,334 | 541 12 | 4,379 | 547 6 | 4,424 | 553 0 | 4,469 | 558 10 | 4,514 | 564 4 |
| 4,290 | 536 4 | 4,335 | 541 14 | 4,380 | 547 8 | 4,425 | 553 2 | 4,470 | 558 12 | 4,515 | 564 6 |
| 4,291 | 536 6 | 4,336 | 542 0 | 4,381 | 547 10 | 4,426 | 553 4 | 4,471 | 558 14 | 4,516 | 564 8 |
| 4,292 | 536 8 | 4,337 | 542 2 | 4,382 | 547 12 | 4,427 | 553 6 | 4,472 | 559 0 | 4,517 | 564 10 |
| 4,293 | 536 10 | 4,338 | 542 4 | 4,383 | 547 14 | 4,428 | 553 8 | 4,473 | 559 2 | 4,518 | 564 12 |
| 4,294 | 536 12 | 4,339 | 542 6 | 4,384 | 548 0 | 4,429 | 553 10 | 4,474 | 559 4 | 4,519 | 564 14 |
| 4,295 | 536 14 | 4,340 | 542 8 | 4,385 | 548 2 | 4,430 | 553 12 | 4,475 | 559 6 | 4,520 | 565 0 |
| 4,296 | 537 0 | 4,341 | 542 10 | 4,386 | 548 4 | 4,431 | 553 14 | 4,476 | 559 8 | 4,521 | 565 2 |
| 4,297 | 537 2 | 4,342 | 542 12 | 4,387 | 548 6 | 4,432 | 554 0 | 4,477 | 559 10 | 4,522 | 565 4 |
| 4,298 | 537 4 | 4,343 | 542 14 | 4,388 | 548 8 | 4,433 | 554 2 | 4,478 | 559 12 | 4,523 | 565 6 |
| 4,299 | 537 6 | 4,344 | 543 0 | 4,389 | 548 10 | 4,434 | 554 4 | 4,479 | 559 14 | 4,524 | 565 8 |
| 4,300 | 537 8 | 4,345 | 543 2 | 4,390 | 548 12 | 4,435 | 554 6 | 4,480 | 560 0 | 4,525 | 565 10 |
| 4,301 | 537 10 | 4,346 | 543 4 | 4,391 | 548 14 | 4,436 | 554 8 | 4,481 | 560 2 | 4,526 | 565 12 |
| 4,302 | 537 12 | 4,347 | 543 6 | 4,392 | 549 0 | 4,437 | 554 10 | 4,482 | 560 4 | 4,527 | 565 14 |
| 4,303 | 537 14 | 4,348 | 543 8 | 4,393 | 549 2 | 4,438 | 554 12 | 4,483 | 560 6 | 4,528 | 566 0 |
| 4,304 | 538 0 | 4,349 | 543 10 | 4,394 | 549 4 | 4,439 | 554 14 | 4,484 | 560 8 | 4,529 | 566 2 |
| 4,305 | 538 2 | 4,350 | 543 12 | 4,395 | 549 6 | 4,440 | 555 0 | 4,485 | 560 10 | 4,530 | 566 4 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 4,531 | 566 6 | 4,576 | 572 0 | 4,621 | 577 10 | 4,666 | 583 4 | 4,711 | 588 14 | 4,756 | 594 8 |
| 4,532 | 566 8 | 4,577 | 572 2 | 4,622 | 577 12 | 4,667 | 583 6 | 4,712 | 589 0 | 4,757 | 594 10 |
| 4,533 | 566 10 | 4,578 | 572 4 | 4,623 | 577 14 | 4,668 | 583 8 | 4,713 | 589 2 | 4,758 | 594 12 |
| 4,534 | 566 12 | 4,579 | 572 6 | 4,624 | 578 0 | 4,669 | 583 10 | 4,714 | 589 4 | 4,759 | 594 14 |
| 4,535 | 566 14 | 4,580 | 572 8 | 4,625 | 578 2 | 4,670 | 583 12 | 4,715 | 589 6 | 4,760 | 595 0 |
| 4,536 | 567 0 | 4,581 | 572 10 | 4,626 | 578 4 | 4,671 | 583 14 | 4,716 | 589 8 | 4,761 | 595 2 |
| 4,537 | 567 2 | 4,582 | 572 12 | 4,627 | 578 6 | 4,672 | 584 0 | 4,717 | 589 10 | 4,762 | 595 4 |
| 4,538 | 567 4 | 4,583 | 572 14 | 4,628 | 578 8 | 4,673 | 584 2 | 4,718 | 589 12 | 4,763 | 595 6 |
| 4,539 | 567 6 | 4,584 | 573 0 | 4,629 | 578 10 | 4,674 | 584 4 | 4,719 | 589 14 | 4,764 | 595 8 |
| 4,540 | 567 8 | 4,585 | 573 2 | 4,630 | 578 12 | 4,675 | 584 6 | 4,720 | 590 0 | 4,765 | 595 10 |
| 4,541 | 567 10 | 4,586 | 573 4 | 4,631 | 578 14 | 4,676 | 584 8 | 4,721 | 590 2 | 4,766 | 595 12 |
| 4,542 | 567 12 | 4,587 | 573 6 | 4,632 | 579 0 | 4,677 | 584 10 | 4,722 | 590 4 | 4,767 | 595 14 |
| 4,543 | 567 14 | 4,588 | 573 8 | 4,633 | 579 2 | 4,678 | 584 12 | 4,723 | 590 6 | 4,768 | 596 0 |
| 4,544 | 568 0 | 4,589 | 573 10 | 4,634 | 579 4 | 4,679 | 584 14 | 4,724 | 590 8 | 4,769 | 596 2 |
| 4,545 | 568 2 | 4,590 | 573 12 | 4,635 | 579 6 | 4,680 | 585 0 | 4,725 | 590 10 | 4,770 | 596 4 |
| 4,546 | 568 4 | 4,591 | 573 14 | 4,636 | 579 8 | 4,681 | 585 2 | 4,726 | 590 12 | 4,771 | 596 6 |
| 4,547 | 568 6 | 4,592 | 574 0 | 4,637 | 579 10 | 4,682 | 585 4 | 4,727 | 590 14 | 4,772 | 596 8 |
| 4,548 | 568 8 | 4,593 | 574 2 | 4,638 | 579 12 | 4,683 | 585 6 | 4,728 | 591 0 | 4,773 | 596 10 |
| 4,549 | 568 10 | 4,594 | 574 4 | 4,639 | 579 14 | 4,684 | 585 8 | 4,729 | 591 2 | 4,774 | 596 12 |
| 4,550 | 568 12 | 4,595 | 574 6 | 4,640 | 580 0 | 4,685 | 585 10 | 4,730 | 591 4 | 4,775 | 596 14 |
| 4,551 | 568 14 | 4,596 | 574 8 | 4,641 | 580 2 | 4,686 | 585 12 | 4,731 | 591 6 | 4,776 | 597 0 |
| 4,552 | 569 0 | 4,597 | 574 10 | 4,642 | 580 4 | 4,687 | 585 14 | 4,732 | 591 8 | 4,777 | 597 2 |
| 4,553 | 569 2 | 4,598 | 574 12 | 4,643 | 580 6 | 4,688 | 586 0 | 4,733 | 591 10 | 4,778 | 597 4 |
| 4,554 | 569 4 | 4,599 | 574 14 | 4,644 | 580 8 | 4,689 | 586 2 | 4,734 | 591 12 | 4,779 | 597 6 |
| 4,555 | 569 6 | 4,600 | 575 0 | 4,645 | 580 10 | 4,690 | 586 4 | 4,735 | 591 14 | 4,780 | 597 8 |
| 4,556 | 569 8 | 4,601 | 575 2 | 4,646 | 580 12 | 4,691 | 586 6 | 4,736 | 592 0 | 4,781 | 597 10 |
| 4,557 | 569 10 | 4,602 | 575 4 | 4,647 | 580 14 | 4,692 | 586 8 | 4,737 | 592 2 | 4,782 | 597 12 |
| 4,558 | 569 12 | 4,603 | 575 6 | 4,648 | 581 0 | 4,693 | 586 10 | 4,738 | 592 4 | 4,783 | 597 14 |
| 4,559 | 569 14 | 4,604 | 575 8 | 4,649 | 581 2 | 4,694 | 586 12 | 4,739 | 592 6 | 4,784 | 598 0 |
| 4,560 | 570 0 | 4,605 | 575 10 | 4,650 | 581 4 | 4,695 | 586 14 | 4,740 | 592 8 | 4,785 | 598 2 |
| 4,561 | 570 2 | 4,606 | 575 12 | 4,651 | 581 6 | 4,696 | 587 0 | 4,741 | 592 10 | 4,786 | 598 4 |
| 4,562 | 570 4 | 4,607 | 575 14 | 4,652 | 581 8 | 4,697 | 587 2 | 4,742 | 592 12 | 4,787 | 598 6 |
| 4,563 | 570 6 | 4,608 | 576 0 | 4,653 | 581 10 | 4,698 | 587 4 | 4,743 | 592 14 | 4,788 | 598 8 |
| 4,564 | 570 8 | 4,609 | 576 2 | 4,654 | 581 12 | 4,699 | 587 6 | 4,744 | 593 0 | 4,789 | 598 10 |
| 4,565 | 570 10 | 4,610 | 576 4 | 4,655 | 581 14 | 4,700 | 587 8 | 4,745 | 593 2 | 4,790 | 598 12 |
| 4,566 | 570 12 | 4,611 | 576 6 | 4,656 | 582 0 | 4,701 | 587 10 | 4,746 | 593 4 | 4,791 | 598 14 |
| 4,567 | 570 14 | 4,612 | 576 8 | 4,657 | 582 2 | 4,702 | 587 12 | 4,747 | 593 6 | 4,792 | 599 0 |
| 4,568 | 571 0 | 4,613 | 576 10 | 4,658 | 582 4 | 4,703 | 587 14 | 4,748 | 593 8 | 4,793 | 599 2 |
| 4,569 | 571 2 | 4,614 | 576 12 | 4,659 | 582 6 | 4,704 | 588 0 | 4,749 | 593 10 | 4,794 | 599 4 |
| 4,570 | 571 4 | 4,615 | 576 14 | 4,660 | 582 8 | 4,705 | 588 2 | 4,750 | 593 12 | 4,795 | 599 6 |
| 4,571 | 571 6 | 4,616 | 577 0 | 4,661 | 582 10 | 4,706 | 588 4 | 4,751 | 593 14 | 4,796 | 599 8 |
| 4,572 | 571 8 | 4,617 | 577 2 | 4,662 | 582 12 | 4,707 | 588 6 | 4,752 | 594 0 | 4,797 | 599 10 |
| 4,573 | 571 10 | 4,618 | 577 4 | 4,663 | 582 14 | 4,708 | 588 8 | 4,753 | 594 2 | 4,798 | 599 12 |
| 4,574 | 571 12 | 4,619 | 577 6 | 4,664 | 583 0 | 4,709 | 588 10 | 4,754 | 594 4 | 4,799 | 599 14 |
| 4,575 | 571 14 | 4,620 | 577 8 | 4,665 | 583 2 | 4,710 | 588 12 | 4,755 | 594 6 | 4,800 | 600 0 |

| Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II | Col. I | Col. II |
|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|------------------------------------------|---------------------------------------|
| Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. | Equivalent of Freight charges in Rupees. | Amount of Sur-charge at 12½ per cent. |
| Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. | Rs. | Rs. As. |
| 4,801 | 600 2 | 4,836 | 604 8 | 4,871 | 608 14 | 4,906 | 613 4 | 4,941 | 617 10 | 4,976 | 622 0 | | |
| 4,802 | 600 4 | 4,837 | 604 10 | 4,872 | 609 0 | 4,907 | 613 6 | 4,942 | 617 12 | 4,977 | 622 2 | | |
| 4,803 | 600 6 | 4,838 | 604 12 | 4,873 | 609 2 | 4,908 | 613 8 | 4,943 | 617 14 | 4,978 | 622 4 | | |
| 4,804 | 600 8 | 4,839 | 604 14 | 4,874 | 609 4 | 4,909 | 613 10 | 4,944 | 618 0 | 4,979 | 622 6 | | |
| 4,805 | 600 10 | 4,840 | 605 0 | 4,875 | 609 6 | 4,910 | 613 12 | 4,945 | 618 2 | 4,980 | 622 8 | | |
| 4,806 | 600 12 | 4,841 | 605 2 | 4,876 | 609 8 | 4,911 | 613 14 | 4,946 | 618 4 | 4,981 | 622 10 | | |
| 4,807 | 600 14 | 4,842 | 605 4 | 4,877 | 609 10 | 4,912 | 614 0 | 4,947 | 618 6 | 4,982 | 622 12 | | |
| 4,808 | 601 0 | 4,843 | 605 6 | 4,878 | 609 12 | 4,913 | 614 2 | 4,948 | 618 8 | 4,983 | 622 14 | | |
| 4,809 | 601 2 | 4,844 | 605 8 | 4,879 | 609 14 | 4,914 | 614 4 | 4,949 | 618 10 | 4,984 | 623 0 | | |
| 4,810 | 601 4 | 4,845 | 605 10 | 4,880 | 610 0 | 4,915 | 614 6 | 4,950 | 618 12 | 4,985 | 623 2 | | |
| 4,811 | 601 6 | 4,846 | 605 12 | 4,881 | 610 2 | 4,916 | 614 8 | 4,951 | 618 14 | 4,986 | 623 4 | | |
| 4,812 | 601 8 | 4,847 | 605 14 | 4,882 | 610 4 | 4,917 | 614 10 | 4,952 | 619 0 | 4,987 | 623 6 | | |
| 4,813 | 601 10 | 4,848 | 606 0 | 4,883 | 610 6 | 4,918 | 614 12 | 4,953 | 619 2 | 4,988 | 623 8 | | |
| 4,814 | 601 12 | 4,849 | 606 2 | 4,884 | 610 8 | 4,919 | 614 14 | 4,954 | 619 4 | 4,989 | 623 10 | | |
| 4,815 | 601 14 | 4,850 | 606 4 | 4,885 | 610 10 | 4,920 | 615 0 | 4,955 | 619 6 | 4,990 | 623 12 | | |
| 4,816 | 602 0 | 4,851 | 606 6 | 4,886 | 610 12 | 4,921 | 615 2 | 4,956 | 619 8 | 4,991 | 623 14 | | |
| 4,817 | 602 2 | 4,852 | 606 8 | 4,887 | 610 14 | 4,922 | 615 4 | 4,957 | 619 10 | 4,992 | 624 0 | | |
| 4,818 | 602 4 | 4,853 | 606 10 | 4,888 | 611 0 | 4,923 | 615 6 | 4,958 | 619 12 | 4,993 | 624 2 | | |
| 4,819 | 602 6 | 4,854 | 606 12 | 4,889 | 611 2 | 4,924 | 615 8 | 4,959 | 619 14 | 4,994 | 624 4 | | |
| 4,820 | 602 8 | 4,855 | 606 14 | 4,890 | 611 4 | 4,925 | 615 10 | 4,960 | 620 0 | 4,995 | 624 6 | | |
| 4,821 | 602 10 | 4,856 | 607 0 | 4,891 | 611 6 | 4,926 | 615 12 | 4,961 | 620 2 | 4,996 | 624 8 | | |
| 4,822 | 602 12 | 4,857 | 607 2 | 4,892 | 611 8 | 4,927 | 615 14 | 4,962 | 620 4 | 4,997 | 624 10 | | |
| 4,823 | 602 14 | 4,858 | 607 4 | 4,893 | 611 10 | 4,928 | 616 0 | 4,963 | 620 6 | 4,998 | 624 12 | | |
| 4,824 | 603 0 | 4,859 | 607 6 | 4,894 | 611 12 | 4,929 | 616 2 | 4,964 | 620 8 | 4,999 | 624 14 | | |
| 4,825 | 603 2 | 4,860 | 607 8 | 4,895 | 611 14 | 4,930 | 616 4 | 4,965 | 620 10 | 5,000 | 625 0 | | |
| 4,826 | 603 4 | 4,861 | 607 10 | 4,896 | 612 0 | 4,931 | 616 6 | 4,966 | 620 12 | | | | |
| 4,827 | 603 6 | 4,862 | 607 12 | 4,897 | 612 2 | 4,932 | 616 8 | 4,967 | 620 14 | | | | |
| 4,828 | 603 8 | 4,863 | 607 14 | 4,898 | 612 4 | 4,933 | 616 10 | 4,968 | 621 0 | | | | |
| 4,829 | 603 10 | 4,864 | 608 0 | 4,899 | 612 6 | 4,934 | 616 12 | 4,969 | 621 2 | | | | |
| 4,830 | 603 12 | 4,865 | 608 2 | 4,900 | 612 8 | 4,935 | 616 14 | 4,970 | 621 4 | | | | |
| 4,831 | 603 14 | 4,866 | 608 4 | 4,901 | 612 10 | 4,936 | 617 0 | 4,971 | 621 6 | | | | |
| 4,832 | 604 0 | 4,867 | 608 6 | 4,902 | 612 12 | 4,937 | 617 2 | 4,972 | 621 8 | | | | |
| 4,833 | 604 2 | 4,868 | 608 8 | 4,903 | 612 14 | 4,938 | 617 4 | 4,973 | 621 10 | | | | |
| 4,834 | 604 4 | 4,869 | 608 10 | 4,904 | 613 0 | 4,939 | 617 6 | 4,974 | 621 12 | | | | |
| 4,835 | 604 6 | 4,870 | 608 12 | 4,905 | 613 2 | 4,940 | 617 8 | 4,975 | 621 14 | | | | |

Index.

Table of rates per ton for **Coal, Coke and Patent fuel, at owner's risk, in full wagon loads from all East Indian Railway Colliery stations to stations on the East Indian Railway system.**

INDEX

| Names of Colliery stations | Page | Names of Colliery stations | Page |
|----------------------------|------------------|------------------------------------|------------------|
| Ondal | 213 to 230 | Chara | 250 to 267 |
| Ukhra | | Toposi | |
| Pandaveswar | | Singaran | |
| Darulah Siding | | Ikrah | |
| Samla No. 4 | | Jamuria | |
| Raniganj | | Barabani | |
| Raniganj Siding | | Churulia | |
| Raniganj Ghat | | Gaurangdi | |
| Kalipahari | | Palasthali | |
| Asansol | | Panchra | |
| Dhadka | 231 to 249 | Rajhara | 268 to 286 |
| Jainti Siding | | Rajhara Siding | |
| Karmatar | | Kusunda | |
| Sitarampur | | Jherriah | |
| Shamdihi | | Pathardihi | |
| Kulti | | Katrasgarh | |
| Barakar | | Chandrapura | |
| Mugma | | Phusro | |
| Mugma West | | Bermo | |
| Kaloobathan | | Ranchi Road | |
| Dhanbad | | Barka Kana | |
| | | Ray | |
| | | Giridih Branch— Serampur | |
| | | Kurhurbaree | |
| | | Domohani No. 2 | |

No. B.—These rates also apply to Coal, Coke and Patent Fuel for the use of Foreign Railways.

* Not open for Coal, Coke and Patent Fuel in full wagon loads.
 † An extra charge of Re. 0-2-3 per ton must be levied in booking to and from Chitpur Ghat not Chitpur station.
 § Coal for the Calcutta Electric Supply Corporation Siding, Suraj Jute Press Siding, New Jheel Press Siding, Gun Foundry Siding, Calcutta Corporation and its contractors on account of Tala Pumping Station and Messrs Mohatta Bros. may only be booked to this station. Extra charges where due, must be levied in addition.
 ¶ In booking to the sidings served via Sealdah, the extra charges, where leviable, must be levied in addition.
 Note.—These rates are inclusive of the E. I. Railway forwarding end terminal charge of Re. 0-4-0 and receiving end terminal charge of Re. 0-2-0 per ton.
 (a) These rates include a terminal charge of Re. 0-4-6 per ton (and not Re. 0-2-0 per ton the usual charge) due at the receiving end.
 (c) Open for coal, Coke and Patent Fuel in full wagon loads only for the National Iron & Steel Co.'s Siding. A Siding charge of Re. 0-0-10 per ton is leviable in addition.
 † These rates do not include the transshipment charge. The receiving end terminal charge is not leviable in these cases.
 N. B. (i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1/- per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.
 (ii) A surcharge of Re. 0-2-0 per ton is leviable in addition on soft coke.

| STATIONS TO | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka |
|-----------------------------------------------------------------|----------------|----------------|---------------|----------------|---------------|----------------|--------------------------------------|----------------|---------------|---------------|---------------|
| Baidyabati * ... | Rs. a. 2 13 | Rs. a. 2 15 | Rs. a. 3 1 | Rs. a. 3 1 | Rs. a. 3 1 | Rs. a. 2 13 | Rs. a. 2 15 | Rs. a. 2 15 | Rs. a. 3 1 | Rs. a. 3 1 | Rs. a. 3 3 |
| Bhadreswar Ghat ... | 2 10 | 2 13 | 2 15 | 3 1 | 2 15 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 |
| Victoria Jute Mills and Shamnagar North Mills Sidings. | 2 13 | 2 15 | 3 1 | 3 1 | 3 1 | 2 13 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 |
| Dalhousie Jute Mills and Champdany Jute Mills Sidings. | 2 13 | 2 15 | 3 1 | 3 1 | 3 1 | 2 13 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 |
| Northbrook & Angus Jute Mills Sidings. | 2 13 | 2 15 | 3 1 | 3 1 | 3 1 | 2 13 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 |
| Mankundu * ... | 2 10 | 2 13 | 2 15 | 3 1 | 2 15 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 |
| Chandernagore ... | 2 10 | 2 13 | 2 15 | 2 15 | 2 15 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 |
| Chinsura * ... | 2 10 | 2 13 | 2 15 | 2 15 | 2 15 | 2 10 | 2 13 | 2 13 | 2 15 | 2 15 | 2 15 |
| Hooghly ... | 2 8 | 2 13 | 2 13 | 2 15 | 2 15 | 2 10 | 2 10 | 2 13 | 2 13 | 2 15 | 2 15 |
| Bandel † ... | 2 8 | 2 10 | 2 13 | 2 15 | 2 13 | 2 10 | 2 10 | 2 10 | 2 13 | 2 15 | 2 15 |
| Naihati Branch— Naihati ... | 2 10 | 2 13 | 2 15 | 2 15 | 2 15 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 |
| Bandel-Azimganj— Barharwa Extension— | | | | | | | | | | | |
| Bansabati ... | 2 10 | 2 13 | 2 15 | 2 15 | 2 15 | 2 10 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 |
| Bansberia Mill Siding. | 2 10 | 2 13 | 2 15 | 2 15 | 2 15 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 |
| Tribeni (E. I. R.)* | 2 10 | 2 13 | 2 15 | 2 15 | 2 15 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 |
| Khamargachi ... | 2 13 | 2 15 | 3 1 | 3 1 | 3 1 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 |
| Jirat * ... | 2 13 | 3 1 | 3 1 | 3 3 | 3 3 | 2 15 | 2 15 | 2 15 | 3 1 | 3 3 | 3 3 |
| Balagarh ... | 2 15 | 3 1 | 3 3 | 3 3 | 3 3 | 2 15 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 |
| Somra Bazar ... | 2 15 | 3 1 | 3 3 | 3 6 | 3 3 | 3 1 | 3 1 | 3 1 | 3 3 | 3 6 | 3 6 |
| Guptipara ... | 3 1 | 3 3 | 3 6 | 3 6 | 3 6 | 3 1 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 |
| Kalna Court ... | 3 1 | 3 6 | 3 8 | 3 8 | 3 8 | 3 3 | 3 3 | 3 6 | 3 8 | 3 8 | 3 8 |
| Bagnapara ... | 3 3 | 3 6 | 3 8 | 3 8 | 3 8 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 |
| Dhatrigram ... | 3 3 | 3 8 | 3 8 | 3 10 | 3 10 | 3 6 | 3 6 | 3 6 | 3 8 | 3 10 | 3 10 |
| Samudragarh ... | 3 6 | 3 8 | 3 10 | 3 12 | 3 10 | 3 8 | 3 8 | 3 8 | 3 10 | 3 12 | 3 12 |
| Nabadwip ... | 3 8 | 3 10 | 3 12 | 3 12 | 3 12 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 |
| Purbasthali ... | 3 10 | 3 12 | 3 15 | 3 15 | 3 15 | 3 10 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 |
| Patuli ... | 3 12 | 3 15 | 3 12 | 3 15 | 3 12 | 3 15 | 3 15 | 3 15 | 4 1 | 4 3 | 4 3 |
| Dainhat ... | 3 15 | 3 10 | 3 10 | 3 10 | 3 10 | 3 15 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 |
| Katwa ... | 3-7-9† | 3-5-9† | 3-3-9† | 3-5-9† | 3-3-9† | 3-10-9† | 3-10-9† | 3-10-9† | 3-12-9† | 3-14-9† | 3-14-9† |
| Gangatikuri ... | 3 10 | 3 8 | 3 6 | 3 6 | 3 6 | 3 12 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 |
| Salan ... | 3 8 | 3 6 | 3 3 | 3 6 | 3 3 | 3 10 | 3 10 | 3 10 | 3 12 | 3 15 | 3 15 |
| Bazar Sohu ... | 3 6 | 3 3 | 3 1 | 3 1 | 3 1 | 3 8 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 |
| Chowrigacha ... | 3 3 | 3 1 | 2 15 | 2 15 | 2 15 | 3 6 | 3 6 | 3 6 | 3 8 | 3 10 | 3 10 |
| Chiroti * ... | 3 1 | 2 15 | 2 13 | 2 13 | 2 13 | 3 3 | 3 3 | 3 3 | 3 6 | 3 8 | 3 8 |
| Khagra Ghat Road | 2 15 | 2 13 | 2 10 | 2 10 | 2 10 | 3 1 | 3 1 | 3 1 | 3 3 | 3 6 | 3 6 |
| Lalbagh Court Road * | 2 13 | 2 10 | 2 8 | 2 10 | 2 8 | 2 15 | 2 15 | 2 15 | 3 1 | 3 3 | 3 3 |
| Azimganj Jn. ... | 2 13 | 2 8 | 2 6 | 2 8 | 2 8 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 | 3 1 |
| Manigram ... | 3 1 | 2 13 | 2 13 | 2 13 | 2 13 | 3 1 | 3 1 | 3 3 | 3 6 | 3 6 | 3 8 |
| Gankar ... | 3 1 | 2 15 | 2 13 | 2 15 | 2 13 | 3 3 | 3 3 | 3 3 | 3 6 | 3 8 | 3 8 |
| Jangipur Road ... | 3 3 | 3 1 | 2 15 | 2 15 | 2 15 | 3 6 | 3 6 | 3 6 | 3 8 | 3 10 | 3 10 |
| Sajinipara ... | 3 6 | 3 3 | 3 1 | 3 3 | 3 1 | 3 8 | 3 8 | 3 8 | 3 10 | 3 12 | 3 12 |
| Nimtita ... | 3 8 | 3 6 | 3 3 | 3 3 | 3 3 | 3 10 | 3 10 | 3 10 | 3 12 | 3 15 | 3 15 |
| Dhulian Ganges | 3 6 | 3 3 | 3 1 | 3 3 | 3 1 | 3 8 | 3 8 | 3 10 | 3 12 | 3 12 | 3 15 |
| Tildanga ... | 3 3 | 3 1 | 2 15 | 2 15 | 2 15 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 |

† Open for Coal for the Loco. Foreman, Bandel, only.

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on Soft Coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

† These rates are not subject to the levy of the EIR receiving end terminal charge of Re. 0-2-0 per ton.

| STATIONS TO | Onal . | Ukhra | Pandveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka |
|---------------------------------|--------|--------|------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Trishbigha ... | 2 8 | 2 10 | 2 13 | 2 13 | 2 13 | 2 10 | 2 10 | 2 10 | 2 13 | 2 13 | 2 15 |
| Magra ... | 2 8 | 2 10 | 2 13 | 2 13 | 2 13 | 2 8 | 2 8 | 2 10 | 2 13 | 2 13 | 2 13 |
| Via Magra(a) (for B. P. Ry.) | 2-8-3 | 2-10-3 | 2-13-3 | 2-13-3 | 2-13-3 | 2-8-3 | 2-8-3 | 2-10-3 | 2-13-3 | 2-13-3 | 2-13-3 |
| Talandoo * | 2 6 | 2 8 | 2 10 | 2 13 | 2 10 | 2 8 | 2 8 | 2 8 | 2 10 | 2 13 | 2 13 |
| Khanyan | 2 6 | 2 8 | 2 10 | 2 10 | 2 10 | 2 6 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 |
| Pundooah | 2 4 | 2 6 | 2 8 | 2 10 | 2 8 | 2 6 | 2 6 | 2 6 | 2 8 | 2 10 | 2 10 |
| Simlagarh | 2 4 | 2 6 | 2 8 | 2 8 | 2 8 | 2 4 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 |
| Bolnchee | 2 1 | 2 4 | 2 6 | 2 8 | 2 6 | 2 4 | 2 4 | 2 4 | 2 6 | 2 8 | 2 8 |
| Debipur | 2 1 | 2 4 | 2 6 | 2 6 | 2 6 | 2 1 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 |
| Bagila * | 1 15 | 2 1 | 2 4 | 2 6 | 2 4 | 2 1 | 2 1 | 2 1 | 2 4 | 2 6 | 2 6 |
| Memari | 1 15 | 2 1 | 2 4 | 2 4 | 2 4 | 2 1 | 2 1 | 2 1 | 2 4 | 2 6 | 2 6 |
| Rasulpur | 1 13 | 1 15 | 2 1 | 2 4 | 2 4 | 1 15 | 1 15 | 1 15 | 2 1 | 2 4 | 2 4 |
| Palsit * | 1 13 | 1 15 | 2 1 | 2 1 | 2 1 | 1 15 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 |
| Saktighar | 1 10 | 1 15 | 2 1 | 2 1 | 2 1 | 1 13 | 1 13 | 1 15 | 2 1 | 2 1 | 2 1 |
| Gangpur * | 1 10 | 1 13 | 1 15 | 2 1 | 1 15 | 1 13 | 1 13 | 1 13 | 1 15 | 2 1 | 2 1 |
| Burdwan | 1 8 | 1 10 | 1 13 | 1 15 | 1 15 | 1 10 | 1 10 | 1 10 | 1 13 | 1 15 | 1 15 |
| Via Burdwan(a) (for B. K. Ry.) | 1-8-3 | 1-10-3 | 1-13-3 | 1-15-3 | 1-15-3 | 1-10-3 | 1-10-3 | 1-10-3 | 1-13-3 | 1-15-3 | 1-15-3 |
| Talit ... | 1 8 | 1 10 | 1 13 | 1 13 | 1 13 | 1 8 | 1 8 | 1 10 | 1 13 | 1 13 | 1 15 |
| Khana Jn. | 1 6 | 1 8 | 1 10 | 1 10 | 1 10 | 1 8 | 1 8 | 1 8 | 1 10 | 1 13 | 1 13 |
| Loop Line— | | | | | | | | | | | |
| Bonpas | 1 8 | 1 10 | 1 13 | 1 13 | 1 13 | 1 10 | 1 10 | 1 10 | 1 13 | 1 15 | 1 15 |
| Gushkara | 1 10 | 1 13 | 1 15 | 1 15 | 1 15 | 1 13 | 1 13 | 1 13 | 1 15 | 2 1 | 2 1 |
| Bhedia | 1 13 | 1 15 | 1 13 | 1 13 | 1 13 | 1 15 | 1 15 | 1 15 | 2 1 | 2 4 | 2 4 |
| Bolpur | 1 15 | 1 13 | 1 10 | 1 10 | 1 10 | 2 1 | 2 1 | 2 1 | 2 4 | 2 6 | 2 6 |
| Kopai | 1 13 | 1 10 | 1 8 | 1 8 | 1 8 | 1 15 | 1 15 | 1 15 | 2 1 | 2 4 | 2 4 |
| Ahmadpur | 1 10 | 1 8 | 1 6 | 1 6 | 1 6 | 1 13 | 1 13 | 1 13 | 1 15 | 2 1 | 2 1 |
| Via Ahmadpur(a) (for A. K. Ry.) | 1-10-3 | 1-8-3 | 1-6-3 | 1-6-3 | 1-6-3 | 1-13-3 | 1-13-3 | 1-13-3 | 1-15-3 | 2-1-3 | 2-1-3 |
| Dataspur * | 1 8 | 1 6 | 1 4 | 1 6 | 1 4 | 1 10 | 1 10 | 1 13 | 1 15 | 1 15 | 1 15 |
| Sainthla | 1 8 | 1 4 | 1 4 | 1 4 | 1 4 | 1 8 | 1 10 | 1 10 | 1 13 | 1 13 | 1 15 |
| Godadharpur | 1 8 | 1 6 | 1 4 | 1 6 | 1 4 | 1 10 | 1 10 | 1 10 | 1 15 | 1 15 | 1 15 |
| Mollarpur | 1 10 | 1 8 | 1 6 | 1 8 | 1 6 | 1 13 | 1 13 | 1 13 | 1 15 | 2 1 | 2 1 |
| Rampore Haut | 1 15 | 1 10 | 1 8 | 1 10 | 1 10 | 1 15 | 1 15 | 2 1 | 2 4 | 2 4 | 2 6 |
| Swadinpur * | 1 15 | 1 13 | 1 10 | 1 13 | 1 10 | 2 1 | 2 1 | 2 1 | 2 4 | 2 6 | ... |
| Nalhar! | 2 1 | 1 15 | 1 13 | 1 13 | 1 13 | 2 4 | 2 4 | 2 4 | 2 6 | 2 8 | 2 8 |
| Azimganj Br.— | | | | | | | | | | | |
| Takipur * | 2 4 | 1 15 | 1 15 | 1 15 | 1 15 | 2 4 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 |
| Lohapur | 2 4 | 2 1 | 1 15 | 2 1 | 1 15 | 2 6 | 2 6 | 2 6 | 2 8 | 2 10 | 2 10 |
| Morgram | 2 6 | 2 4 | 2 1 | 2 1 | 2 1 | 2 8 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 |
| Sagardighi | 2 8 | 2 4 | 2 4 | 2 4 | 2 4 | 2 8 | 2 10 | 2 10 | 2 13 | 2 13 | 2 15 |
| Barala * | 2 8 | 2 6 | 2 4 | 2 6 | 2 4 | 2 10 | 2 10 | 2 13 | 2 13 | 2 15 | 2 15 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

*N.B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on Soft Coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka |
|--------------------------------------|--------|--------------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| Loop Line.— (Concl'd.)— | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Chatra ... | 2 4 | 2 1 | 1 15 | 1 15 | 1 15 | 2 6 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 |
| Murari ... | 2 6 | 2 1 | 2 1 | 2 1 | 2 1 | 2 6 | 2 6 | 2 8 | 2 10 | 2 10 | 2 13 |
| Rajgan ... | 2 8 | 2 6 | 2 4 | 2 4 | 2 4 | 2 10 | 2 10 | 2 10 | 2 13 | 2 13 | 2 15 |
| Pakur ... | 2 10 | 2 8 | 2 6 | 2 6 | 2 6 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 |
| Kotalpukur ... | 2 13 | 2 10 | 2 8 | 2 10 | 2 8 | 2 15 | 2 15 | 2 15 | 3 1 | 3 3 | 3 3 |
| Barharwa ... | 2 15 | 2 13 | 2 13 | 2 13 | 2 13 | 3 1 | 3 1 | 3 3 | 3 6 | 3 6 | 3 6 |
| Bakudih ... | 3 1 | 2 15 | 2 13 | 2 15 | 2 13 | 3 3 | 3 3 | 3 3 | 3 6 | 3 8 | 3 8 |
| Tinpahar ... | 3 3 | 3 1 | 2 15 | 3 1 | 2 15 | 3 6 | 3 6 | 3 6 | 3 8 | 3 10 | 3 10 |
| Rajmehar Br.— | | | | | | | | | | | |
| Rajmehar ... | 3 6 | 3 3 | 3 1 | 3 3 | 3 1 | 3 10 | 3 8 | 3 8 | 3 12 | 3 12 | 3 12 |
| Taljhari ... | 3 6 | 3 3 | 3 1 | 3 3 | 3 1 | 3 8 | 3 8 | 3 8 | 3 10 | 3 12 | 3 12 |
| Maharajpur ... | 3 10 | 3 6 | 3 6 | 3 6 | 3 6 | 3 10 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 |
| Sakrigali Jn. ... | 3 10 | 3 8 | 3 6 | 3 8 | 3 6 | 3 12 | 3 12 | 3 12 | 3 15 | 4 1 | 4 1 |
| Sakrigali Ghat ... | 3 12 | 3 10 | 3 8 | 3 8 | 3 8 | 3 15 | 3 15 | 3 15 | 4 1 | 4 3 | 4 3 |
| Sahibganj ... | 3 12 | 3 10 | 3 8 | 3 8 | 3 8 | 3 15 | 3 15 | 3 15 | 4 1 | 4 3 | 4 3 |
| Mirza Chowki ... | 4 1 | 3 12 | 3 12 | 3 12 | 3 12 | 4 1 | 4 3 | 4 3 | 4 6 | 4 6 | 4 8 |
| Pirpanti ... | 4 3 | 3 15 | 3 12 | 3 15 | 3 15 | 4 3 | 4 3 | 4 6 | 4 8 | 4 8 | 4 10 |
| Colgong ... | 4 8 | 4 3 | 4 3 | 4 3 | 4 3 | 4 8 | 4 10 | 4 10 | 4 12 | 4 12 | 4 12 |
| Ghogha ... | 4 10 | 4 6 | 4 6 | 4 6 | 4 6 | 4 10 | 4 12 | 4 12 | 4 15 | 4 15 | 5 1 |
| Sabour ... | 4 12 | 4 10 | 4 8 | 4 8 | 4 8 | 4 15 | 4 15 | 4 15 | 5 1 | 4 15 | 5 1 |
| Bhagalpur ... | 4 15 | 4 12 | 4 10 | 4 10 | 4 10 | 5 1 | 5 1 | 5 1 | 4 15 | 4 15 | 4 15 |
| Bhagalpur-Mandar Hill Branch— | | | | | | | | | | | |
| Hapuraini ... | 5 1 | 4 15 | 4 12 | 4 12 | 4 12 | 5 3 | 5 3 | 5 3 | 5 1 | 5 1 | 5 1 |
| Tikanee ... | 5 1 | 4 15 | 4 12 | 4 15 | 4 12 | 5 3 | 5 3 | 5 3 | 5 3 | 5 1 | 5 3 |
| Dhownee ... | 5 3 | 5 1 | 4 15 | 5 1 | 5 1 | 5 5 | 5 5 | 5 5 | 5 3 | 5 3 | 5 3 |
| Barahat ... | 5 5 | 5 3 | 5 1 | 5 3 | 5 3 | 5 8 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 |
| Panjwara Road ... | 5 5 | 5 3 | 5 3 | 5 5 | 5 3 | 5 8 | 5 8 | 5 8 | 5 8 | 5 5 | 5 8 |
| Mandar Hill ... | 5 8 | 5 5 | 5 3 | 5 5 | 5 3 | 5 10 | 5 10 | 5 10 | 5 8 | 5 8 | 5 8 |
| Nathnagar ... | 4 15 | 4 12 | 4 10 | 4 12 | 4 10 | 5 1 | 5 1 | 5 1 | 4 15 | 4 12 | 4 15 |
| Akbarnagar ... | 5 1 | 4 15 | 4 12 | 4 15 | 4 12 | 4 15 | 4 15 | 4 15 | 4 12 | 4 10 | 4 12 |
| Sultangunge ... | 4 15 | 5 1 | 4 15 | 5 1 | 4 15 | 4 12 | 4 12 | 4 12 | 4 10 | 4 8 | 4 10 |
| Bariarpur ... | 4 10 | 4 12 | 4 15 | 4 15 | 4 15 | 4 8 | 4 8 | 4 8 | 4 6 | 4 3 | 4 6 |
| Jamalpur ... | 4 8 | 4 10 | 4 12 | 4 15 | 4 12 | 4 6 | 4 6 | 4 6 | 4 3 | 4 1 | 4 3 |
| Monghyr Br.— | | | | | | | | | | | |
| Purab Sarai * ... | 4 8 | 4 12 | 4 15 | 4 15 | 4 15 | 4 8 | 4 8 | 4 8 | 4 3 | 4 3 | 4 3 |
| Chandisthan † ... | Same | charge as to | Monghyr. | | | | | | | | |
| Monghyr ... | 4 10 | 4 12 | 4 15 | 4 15 | 4 15 | 4 8 | 4 8 | 4 6 | 4 6 | 4 3 | 4 3 |
| Dharhara ... | 4 3 | 4 8 | 4 10 | 4 10 | 4 10 | 4 3 | 4 3 | 4 3 | 3 15 | 3 15 | 3 15 |
| Abhaipur ... | 4 1 | 4 6 | 4 8 | 4 8 | 4 8 | 4 1 | 4 1 | 4 1 | 3 12 | 3 12 | 3 12 |
| Kajra ... | 4 1 | 4 3 | 4 6 | 4 6 | 4 6 | 3 15 | 3 15 | 3 15 | 3 12 | 3 10 | 3 10 |
| Galsi ... | 1 4 | 1 6 | 1 8 | 1 8 | 1 8 | 1 6 | 1 6 | 1 6 | 1 8 | 1 10 | 1 10 |
| Para ... | 1 1 | 1 4 | 1 6 | 1 8 | 1 6 | 1 4 | 1 4 | 1 4 | 1 6 | 1 8 | 1 8 |
| Mankar ... | 0 15 | 1 4 | 1 4 | 1 6 | 1 6 | 1 1 | 1 1 | 1 1 | 1 4 | 1 6 | 1 6 |
| Panagar ... | 0 15 | 1 1 | 1 1 | 1 4 | 1 4 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 1 4 |
| Rajbandh ... | 0 15 | 0 15 | 1 1 | 1 1 | 1 1 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 1 |
| Durgapur ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Oyaria ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Ondal ... | ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

† Open for consignments booked to Messrs. The Tobacco manufacturers (India) Ltd., only.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on Soft Coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO . | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka |
|---------------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Ondal-Sainthia | | | | | | | | | | | |
| Chord— | | | | | | | | | | | |
| Kajoragram † ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Ukhra ... | 0 15 | ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Pandaveswar ... | 0 15 | 0 15 | ... | 0 15 | ... | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 |
| Panchra ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 1 4 |
| Dubrajpur ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 4 | 1 4 | 1 6 |
| Chinpai ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 1 | 1 4 | 1 6 | 1 6 |
| Suri ... | 1 4 | 0 15 | 0 15 | 0 15 | 0 15 | 1 4 | 1 6 | 1 6 | 1 8 | 1 8 | 1 10 |
| Konri ... | 1 6 | 1 1 | 0 15 | 1 1 | 1 1 | 1 6 | 1 8 | 1 8 | 1 10 | 1 10 | 1 13 |
| Ondal Loop— | | | | | | | | | | | |
| Toposi ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Ikrah ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Ikrah Branch— | | | | | | | | | | | |
| Jamuria ... | 0 15 | 0 15 | 0 15 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Barabani ... | 0 15 | 0 15 | 1 1 | 1 1 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Chinchuria * ... | 0 15 | 1 1 | 1 1 | 1 4 | 1 4 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Churulia ... | 0 15 | 0 15 | 1 1 | 1 1 | 1 1 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 1 |
| Gaurangdi ... | 0 15 | 1 1 | 1 4 | 1 6 | 1 4 | 1 1 | 1 1 | 1 1 | 1 4 | 1 4 | 1 4 |
| Raniganj ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Raniganj B. P. M. Siding. | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | ... | ... | 0 15 | 0 15 | 0 15 |
| Raniganj Ghat ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | ... | ... | 0 15 | 0 15 | 0 15 |
| Kalipahari ... | 0 15 | 0 15 | 0 15 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | ... | 0 15 | 0 15 |
| Asansol * ... | 0 15 | 0 15 | 1 1 | 1 1 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | ... | 0 15 |
| Borachuck * ... | 0 15 | 0 15 | 1 1 | 1 4 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Sitarampur ... | 0 15 | 1 1 | 1 4 | 1 4 | 1 4 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Chord Line— | | | | | | | | | | | |
| Salanpur * ... | 0 15 | 1 1 | 1 4 | 1 6 | 1 4 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Rupnarainpur ... | 1 1 | 1 4 | 1 6 | 1 6 | 1 6 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Mihijam ... | 1 1 | 1 4 | 1 6 | 1 8 | 1 6 | 0 15 | 1 1 | 1 1 | 0 15 | 0 15 | 0 15 |
| Jamtara ... | 1 6 | 1 8 | 1 10 | 1 10 | 1 10 | 1 4 | 1 4 | 1 4 | 1 1 | 0 15 | 1 1 |
| Karmatar * ... | 1 10 | 1 13 | 1 15 | 1 15 | 1 15 | 1 8 | 1 8 | 1 8 | 1 4 | 1 4 | 1 4 |
| Madhupur ... | 1 15 | 2 1 | 2 4 | 2 6 | 2 4 | 1 13 | 1 13 | 1 15 | 1 10 | 1 8 | 1 10 |
| Giridih Br.— | | | | | | | | | | | |
| Jagdishpur ... | 2 1 | 2 6 | 2 6 | 2 8 | 2 8 | 2 1 | 2 1 | 2 1 | 1 13 | 1 13 | 1 13 |
| Maheshmunda ... | 2 6 | 2 8 | 2 10 | 2 10 | 2 10 | 2 4 | 2 4 | 2 4 | 2 1 | 1 15 | 2 1 |
| Giridih ... | 2 8 | 2 10 | 2 13 | 2 13 | 2 13 | 2 6 | 2 6 | 2 8 | 2 4 | 2 1 | 2 4 |
| Jasidih ... | 2 6 | 2 8 | 2 10 | 2 13 | 2 10 | 2 4 | 2 4 | 2 6 | 2 1 | 1 15 | 2 1 |
| Baldyanath Dham. | 2 8 | 2 10 | 2 13 | 2 13 | 2 13 | 2 6 | 2 6 | 2 6 | 2 4 | 2 1 | 2 4 |
| Simultala ... | 2 13 | 2 15 | 3 1 | 3 1 | 3 1 | 2 10 | 2 10 | 2 10 | 2 8 | 2 6 | 2 6 |
| Jhajha ... | 2 15 | 3 3 | 3 6 | 3 6 | 3 6 | 2 15 | 2 15 | 2 15 | 2 10 | 2 10 | 2 10 |
| Gidhaur ... | 3 3 | 3 6 | 3 8 | 3 8 | 3 8 | 3 1 | 3 1 | 3 1 | 2 15 | 2 13 | 2 13 |
| Jamooee ... | 3 6 | 3 8 | 3 10 | 3 12 | 3 10 | 3 3 | 3 3 | 3 6 | 3 1 | 3 1 | 3 1 |
| Mananpur ... | 3 10 | 3 12 | 3 15 | 3 15 | 3 15 | 3 8 | 3 8 | 3 8 | 3 3 | 3 3 | 3 3 |
| Kiul * ... | 3 12 | 3 15 | 4 1 | 4 3 | 4 1 | 3 10 | 3 10 | 3 12 | 3 8 | 3 6 | 3 8 |
| Luckeesarai ... | 3 12 | 3 15 | 4 1 | 4 3 | 4 1 | 3 10 | 3 10 | 3 12 | 3 8 | 3 8 | 3 8 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on Soft Coke) as notified paragraph 10, Page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

† Open up to 50 mds. per consignment.

| STATIONS TO | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kaipahari | Asansol | Dharka |
|-----------------------------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|-----------|---------|--------|
| Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Chord Line— (Continued.)— | | | | | | | | | | | |
| S. B. Railway— | | | | | | | | | | | |
| Sirari ... | 4 1 | 4 3 | 4 6 | 4 6 | 4 6 | 3 15 | 3 15 | 3 15 | 3 12 | 3 10 | 3 12 |
| Sheikhpura ... | 4 3 | 4 6 | 4 8 | 4 8 | 4 8 | 4 1 | 4 1 | 4 1 | 3 15 | 3 12 | 3 15 |
| Kashi-chak ... | 4 6 | 4 10 | 4 10 | 4 12 | 4 12 | 4 6 | 4 6 | 4 6 | 4 1 | 4 1 | 4 1 |
| Warisaliganj ... | 4 8 | 4 12 | 4 15 | 4 15 | 4 15 | 4 8 | 4 8 | 4 8 | 4 3 | 4 3 | 4 3 |
| Baghi-Bardih ... | 4 10 | 4 12 | 4 15 | 5 1 | 4 15 | 4 8 | 4 10 | 4 10 | 4 6 | 4 6 | 4 6 |
| Nawadah ... | 4 12 | 5 1 | 5 1 | 5 3 | 5 1 | 4 12 | 4 12 | 4 12 | 4 8 | 4 8 | 4 8 |
| Tilaiya ... | 4 15 | 5 1 | 5 3 | 5 3 | 5 3 | 4 15 | 4 15 | 4 15 | 4 10 | 4 10 | 4 10 |
| Jamuawan ... | 4 12 | 4 15 | 5 1 | 5 3 | 5 1 | 4 10 | 4 12 | 4 12 | 4 8 | 4 8 | 4 8 |
| Wazirganj ... | 4 10 | 4 15 | 5 1 | 5 1 | 5 1 | 4 10 | 4 10 | 4 10 | 4 6 | 4 6 | 4 6 |
| Paimar* ... | 4 8 | 4 12 | 4 12 | 4 15 | 4 15 | 4 8 | 4 8 | 4 8 | 4 3 | 4 3 | 4 3 |
| Mankatha ... | 3 15 | 4 1 | 4 3 | 4 3 | 4 3 | 3 12 | 3 12 | 3 12 | 3 10 | 3 8 | 3 10 |
| Burhee ... | 4 1 | 4 3 | 4 6 | 4 6 | 4 6 | 3 15 | 3 15 | 3 15 | 3 12 | 3 10 | 3 12 |
| Dumra ... | 4 1 | 4 6 | 4 6 | 4 8 | 4 8 | 4 1 | 4 1 | 4 1 | 3 12 | 3 12 | 3 12 |
| Tal* ... | 4 3 | 4 6 | 4 8 | 4 10 | 4 8 | 4 1 | 4 1 | 4 3 | 3 15 | 3 12 | 3 15 |
| Mokameh ... | 4 6 | 4 8 | 4 10 | 4 10 | 4 10 | 4 3 | 4 3 | 4 3 | 3 15 | 3 15 | 3 15 |
| Mokameh Ghat | | | | | | | | | | | |
| Branch— | | | | | | | | | | | |
| Mokameh Ghat† | 4 3 | 4 8 | 4 8 | 4 10 | 4 10 | 4 3 | 4 3 | 4 3 | 3 15 | 3 15 | 3 15 |
| More* ... | 4 6 | 4 10 | 4 10 | 4 12 | 4 12 | 4 6 | 4 6 | 4 6 | 4 1 | 4 1 | 4 1 |
| Pandaraks ... | 4 8 | 4 10 | 4 12 | 4 15 | 4 12 | 4 6 | 4 6 | 4 8 | 4 3 | 4 3 | 4 3 |
| Barh ... | 4 10 | 4 12 | 4 15 | 5 1 | 5 1 | 4 8 | 4 10 | 4 10 | 4 6 | 4 6 | 4 6 |
| Athmalgola ... | 4 12 | 4 15 | 5 1 | 5 3 | 5 1 | 4 10 | 4 10 | 4 12 | 4 8 | 4 8 | 4 8 |
| ... 4 15 | 5 1 | 5 3 | 5 3 | 5 3 | 5 3 | 4 12 | 4 12 | 4 15 | 4 10 | 4 8 | 4 10 |
| Bukhtiarpur & via (for B.-B. L. Ry.) | 4 13 | 4 15 | 5 1 | 5 1 | 5 1 | 4 10 | 4 10 | 4 13 | 4 8 | 4 6 | 4 8 |
| Karowta* ... | 5 1 | 5 3 | 5 5 | 5 3 | 5 5 | 4 15 | 4 15 | 5 1 | 4 12 | 4 10 | 4 12 |
| Khusrupur ... | 5 1 | 5 3 | 5 5 | 5 5 | 5 5 | 5 1 | 5 1 | 5 1 | 4 15 | 4 12 | 4 12 |
| Futwah ... | 5 3 | 5 5 | 5 8 | 5 8 | 5 8 | 5 3 | 5 3 | 5 3 | 4 15 | 4 15 | 4 15 |
| Via Futawah ... | 5-3-3 | 5-5-3 | 5-8-3 | 5-8-3 | 5-8-3 | 5-3-3 | 5-3-3 | 5-3-3 | 4-15-3 | 4-15-3 | 4-15-3 |
| Banka Ghat. ... | 5 5 | 5 8 | 5 8 | 5 10 | 5 8 | 5 3 | 5 3 | 5 3 | 5 1 | 4 15 | 5 1 |
| Patna City & Ghat. ... | 5 5 | 5 8 | 5 10 | 5 10 | 5 10 | 5 5 | 5 5 | 5 5 | 5 1 | 5 1 | 5 1 |
| Gulzarbagh* ... | 5 5 | 5 8 | 5 10 | 5 10 | 5 10 | 5 5 | 5 5 | 5 5 | 5 3 | 5 1 | 5 3 |
| Patna Jn. ... | 5 8 | 5 10 | 5 12 | 5 12 | 5 12 | 5 5 | 5 5 | 5 8 | 5 3 | 5 3 | 5 3 |
| Patna-Gaya | | | | | | | | | | | |
| Branch— | | | | | | | | | | | |
| Poonpoon ... | 5 8 | 5 10 | 5 12 | 5 12 | 5 12 | 5 8 | 5 8 | 5 8 | 5 5 | 5 3 | 5 5 |
| Taregna ... | 5 5 | 5 8 | 5 10 | 5 10 | 5 10 | 5 3 | 5 3 | 5 5 | 5 1 | 5 1 | 5 1 |
| Nadaul ... | 5 3 | 5 5 | 5 8 | 5 10 | 5 8 | 5 3 | 5 3 | 5 3 | 5 1 | 4 15 | 5 1 |
| Jehanabad ... | 5 3 | 5 5 | 5 8 | 5 8 | 5 5 | 5 1 | 5 1 | 5 1 | 4 15 | 4 12 | 4 15 |
| Irki* ... | 5 3 | 5 3 | 5 5 | 5 8 | 5 5 | 5 1 | 5 1 | 5 1 | 4 15 | 3 12 | 4 15 |
| Tehta ... | 5 1 | 5 3 | 5 3 | 5 5 | 5 3 | 4 15 | 4 15 | 4 15 | 4 12 | 4 10 | 4 12 |
| Makhdumpur- Gya. ... | 4 15 | 5 1 | 5 3 | 5 3 | 5 3 | 4 15 | 4 15 | 4 15 | 4 10 | 4 10 | 4 10 |
| Bela ... | 4 12 | 4 15 | 5 1 | 5 3 | 5 1 | 4 10 | 4 10 | 4 12 | 4 8 | 4 8 | 4 8 |
| Chakand ... | 4 10 | 4 12 | 4 15 | 5 1 | 4 15 | 4 8 | 4 8 | 4 10 | 4 6 | 4 6 | 4 6 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

† Public Coal, Coke and Patent Fuel cannot be booked to Mokameh Ghat locally.

§ Coal consignments may only be booked under "Paid" or "Weight only" invoices.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on Soft Coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

Note.—A forwarding and terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO * | Onal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka |
|------------------------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| Chord Line.— (Concl'd.)— | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Guzdar Siding ... | Same | rates | as to | Digha | Ghat. | | | | | | |
| Digha Ghat Br.— | | | | | | | | | | | |
| Digha Ghat Jn. | 5 10 | 5 12 | 5 12 | 5 15 | 5 12 | 5 8 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 |
| Phulwari Shariff... | 5 8 | 5 10 | 5 12 | 5 12 | 5 12 | 5 8 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 |
| Dinapore ... | 5 10 | 5 12 | 5 12 | 5 15 | 5 12 | 5 8 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 |
| Neora * | 5 10 | 5 12 | 5 15 | 5 15 | 5 15 | 5 10 | 5 10 | 5 10 | 5 5 | 5 5 | 5 5 |
| Sadisopur ... | 5 12 | 5 15 | 5 15 | 6 1 | 6 1 | 5 10 | 5 10 | 5 10 | 5 8 | 5 8 | 5 8 |
| Bihta ... | 5 12 | 5 15 | 6 1 | 6 1 | 6 1 | 5 12 | 5 12 | 5 12 | 5 8 | 5 8 | 5 8 |
| Kollwar * | 5 15 | 6 1 | 6 1 | 6 3 | 6 3 | 5 12 | 5 12 | 5 12 | 5 10 | 5 10 | 5 10 |
| Kulhuria † ... | 5 15 | 6 1 | 6 3 | 6 3 | 6 3 | 5 12 | 5 15 | 5 15 | 5 10 | 5 10 | 5 10 |
| Arrah † ... | 6 1 | 6 3 | 6 3 | 6 5 | 6 5 | 5 15 | 5 15 | 5 15 | 5 12 | 5 12 | 5 12 |
| Va Arrah (a) (for A.-S.-L. Ry.) | 6-1-3 | 6-3-3 | 6-3-3 | 6-5-3 | 6-5-3 | 5-15-3 | 5-15-3 | 6-1-3 | 5-12-3 | 5-12-3 | 5-12-3 |
| Karisath * | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 6 1 | 6 1 | 6 1 | 5 15 | 5 15 | 5 15 |
| Behea ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 3 | 6 1 | 6 1 | 6 1 |
| Banahi ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 1 | 6 1 | 6 1 |
| Raghnathpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 3 |
| Twining Ganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dumraon ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Baruna ‡ ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Buxar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Chausa ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Gahmar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhadaura * | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dildarnagar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Tari Gt. Br.— | | | | | | | | | | | |
| Nagsar ... | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Tari Ghat ... | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Zamania ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dheena ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sakaldiha ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kuchman * | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Grand Chord— | | | | | | | | | | | |
| Kulti ... | 0 15 | 1 1 | 1 4 | 1 6 | 1 4 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Barakar ... | 0 15 | 1 4 | 1 6 | 1 6 | 1 6 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Mugma ... | 1 1 | 1 4 | 1 6 | 1 8 | 1 6 | 0 15 | 0 15 | 1 1 | 0 15 | 0 15 | 0 15 |
| Kaloobathan ... | 1 4 | 1 6 | 1 8 | 1 10 | 1 8 | 1 1 | 1 1 | 1 4 | 0 15 | 0 15 | 0 15 |
| Chhota Ambona ... | 1 6 | 1 8 | 1 10 | 1 13 | 1 10 | 1 4 | 1 4 | 1 6 | 1 1 | 0 15 | 1 1 |
| Pradhankhanta ... | 1 8 | 1 10 | 1 13 | 1 13 | 1 13 | 1 6 | 1 6 | 1 6 | 1 4 | 1 1 | 1 4 |
| Dhanbad ... | 1 10 | 1 13 | 1 15 | 1 15 | 1 15 | 1 8 | 1 8 | 1 8 | 1 6 | 1 4 | 1 6 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

† Coal consignments may only, be booked under "Paid" or "Weight only" invoices.

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on Soft Coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

Note.—A forwarding and terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhadka |
|---------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|-----------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| GRAND CHORD | | | | | | | | | | | |
| JHERRIAH BR. | | | | | | | | | | | |
| Kusunda ... | 1 10 | 1 13 | 1 15 | 2 1 | 1 15 | 1 8 | 1 8 | 1 10 | 1 6 | 1 4 | 1 6 |
| Bansjora * ... | 1 13 | 1 15 | 2 1 | 2 1 | 2 1 | 1 10 | 1 10 | 1 10 | 1 6 | 1 6 | 1 6 |
| Jherriah ... | 1 10 | 1 15 | 2 1 | 2 1 | 2 1 | 1 10 | 1 10 | 1 10 | 1 6 | 1 6 | 1 6 |
| Pathardihi ... | 1 13 | 2 1 | 2 1 | 2 4 | 2 4 | 1 13 | 1 13 | 1 13 | 1 8 | 1 8 | 1 8 |
| Sijua ... | 1 13 | 1 15 | 2 1 | 2 1 | 2 1 | 1 10 | 1 10 | 1 10 | 1 8 | 1 6 | 1 8 |
| Katrasgarh ... | 1 13 | 1 15 | 2 1 | 2 2 | 2 1 | 1 10 | 1 10 | 1 13 | 1 8 | 1 6 | 1 8 |
| Tetulmari ... | 1 13 | 1 15 | 2 1 | 2 1 | 2 1 | 1 10 | 1 10 | 1 10 | 1 8 | 1 6 | 1 6 |
| Matari * ... | 1 15 | 2 1 | 2 4 | 2 4 | 2 4 | 1 13 | 1 13 | 1 13 | 1 10 | 1 8 | 1 10 |
| Gomoh ... | 2 1 | 2 4 | 2 6 | 2 6 | 2 6 | 1 15 | 1 15 | 1 15 | 1 13 | 1 10 | 1 13 |
| Telo ... | 2 4 | 2 6 | 2 8 | 2 8 | 2 8 | 2 1 | 2 1 | 2 1 | 1 15 | 1 13 | 1 15 |
| Chandrapura Jn. ... | 2 6 | 2 8 | 2 10 | 2 10 | 2 10 | 2 4 | 2 4 | 2 4 | 1 15 | 1 15 | 1 15 |
| Phusro ... | 2 8 | 2 10 | 2 10 | 2 13 | 2 13 | 2 6 | 2 6 | 2 6 | 2 4 | 2 1 | 2 4 |
| Bermo ... | 2 8 | 2 13 | 2 13 | 2 15 | 2 13 | 2 8 | 2 8 | 2 8 | 2 4 | 2 4 | 2 4 |
| Gomia ... | 2 13 | 2 15 | 3 1 | 3 1 | 3 1 | 2 10 | 2 10 | 2 10 | 2 8 | 2 6 | 2 8 |
| Danea ... | 3 1 | 3 3 | 3 6 | 3 6 | 3 6 | 2 15 | 2 15 | 2 15 | 2 13 | 2 10 | 2 13 |
| Chainpur ... | 3 3 | 3 6 | 3 8 | 3 8 | 3 8 | 3 1 | 3 1 | 3 1 | 2 15 | 2 13 | 2 15 |
| Ranchi Road ... | 3 6 | 3 8 | 3 10 | 3 12 | 3 10 | 3 3 | 3 6 | 3 6 | 3 1 | 3 1 | 3 1 |
| Barkakana ... | 3 8 | 3 10 | 3 12 | 3 15 | 3 12 | 3 6 | 3 6 | 3 8 | 3 3 | 3 1 | 3 3 |
| Bhurkunda ... | 3 10 | 3 12 | 3 15 | 4 1 | 4 1 | 3 8 | 3 8 | 3 10 | 3 6 | 3 6 | 3 6 |
| Patratu ... | 3 12 | 3 15 | 4 1 | 4 3 | 4 1 | 3 10 | 3 10 | 3 12 | 3 8 | 3 6 | 3 8 |
| Hendegir ... | 4 1 | 4 3 | 4 6 | 4 6 | 4 6 | 3 15 | 3 15 | 3 15 | 3 12 | 3 10 | 3 12 |
| Ray ... | 4 3 | 4 6 | 4 8 | 4 10 | 4 8 | 4 1 | 4 1 | 4 3 | 3 15 | 3 12 | 3 15 |
| McCluskieganj ... | 4 6 | 4 10 | 4 12 | 4 12 | 4 12 | 4 6 | 4 6 | 4 6 | 4 1 | 4 1 | 4 1 |
| Mahuamilan ... | 4 10 | 4 12 | 4 15 | 5 1 | 4 15 | 4 8 | 4 8 | 4 10 | 4 6 | 4 3 | 4 6 |
| Tori ... | 4 12 | 4 15 | 5 1 | 5 1 | 5 1 | 4 10 | 4 10 | 4 10 | 4 8 | 4 6 | 4 8 |
| Richuguta ... | 5 1 | 5 3 | 5 3 | 5 5 | 5 3 | 4 15 | 4 15 | 4 15 | 4 12 | 4 10 | 4 12 |
| Latehar ... | 5 3 | 5 5 | 5 5 | 5 8 | 5 8 | 5 1 | 5 1 | 5 3 | 4 15 | 4 15 | 4 15 |
| Kumandih ... | 5 5 | 5 8 | 5 10 | 5 10 | 5 10 | 5 3 | 5 3 | 5 5 | 5 1 | 5 1 | 5 1 |
| Chhipadohar ... | 5 8 | 5 10 | 5 12 | 5 12 | 5 12 | 5 8 | 5 8 | 5 8 | 5 5 | 5 3 | 5 5 |
| Barwadih ... | 5 10 | 5 12 | 5 15 | 5 13 | 5 15 | 5 10 | 5 10 | 5 10 | 5 5 | 5 5 | 5 5 |
| Kechki ... | 5 12 | 5 15 | 6 1 | 6 1 | 6 1 | 5 12 | 5 12 | 5 12 | 5 10 | 5 8 | 5 10 |
| Nimla Ghat ... | 2 4 | 2 6 | 2 8 | 2 8 | 2 8 | 2 1 | 2 1 | 2 1 | 1 15 | 1 13 | 1 15 |
| Parasnath ... | 2 6 | 2 8 | 2 10 | 2 10 | 2 10 | 2 4 | 2 4 | 2 4 | 2 1 | 1 15 | 1 15 |
| Chowdhariband ... | 2 8 | 2 10 | 2 13 | 2 13 | 2 13 | 2 6 | 2 6 | 2 6 | 2 1 | 2 1 | 2 1 |
| Chichaki ... | 2 8 | 2 13 | 2 13 | 2 15 | 2 15 | 2 8 | 2 8 | 2 8 | 2 4 | 2 4 | 2 4 |
| Hazaribagh Road ... | 2 10 | 2 13 | 2 15 | 3 1 | 3 1 | 2 10 | 2 10 | 2 10 | 2 6 | 2 6 | 2 6 |
| Chobe ... | 2 13 | 3 1 | 3 1 | 3 3 | 3 3 | 2 13 | 2 13 | 2 13 | 2 8 | 2 8 | 2 8 |
| Parasabad ... | 3 1 | 3 3 | 3 6 | 3 6 | 3 6 | 2 15 | 2 15 | 2 15 | 2 13 | 2 10 | 2 10 |
| Sarmatand ... | 3 3 | 3 6 | 3 8 | 3 8 | 3 8 | 3 1 | 3 1 | 3 1 | 2 13 | 2 13 | 2 13 |
| Hirodih ... | 3 3 | 3 8 | 3 8 | 3 10 | 3 10 | 3 3 | 3 3 | 3 3 | 2 15 | 2 15 | 2 15 |
| Kodarma ... | 3 6 | 3 8 | 3 10 | 3 12 | 3 12 | 3 3 | 3 6 | 3 6 | 3 1 | 3 1 | 3 1 |
| Gujhandi ... | 3 8 | 3 12 | 3 12 | 3 15 | 3 15 | 3 8 | 3 8 | 3 8 | 3 3 | 3 3 | 3 3 |
| Dilwa * ... | 3 10 | 3 12 | 3 15 | 4 1 | 3 15 | 3 8 | 3 8 | 3 10 | 3 6 | 3 3 | 3 6 |
| Gurpa ... | 3 15 | 4 1 | 4 3 | 4 3 | 4 3 | 3 12 | 3 12 | 3 12 | 3 8 | 3 8 | 3 8 |
| Paharpur ... | 4 1 | 4 3 | 4 6 | 4 6 | 4 6 | 3 15 | 3 15 | 3 15 | 3 12 | 3 10 | 3 12 |
| Tankuppa ... | 4 3 | 4 6 | 4 8 | 4 10 | 4 8 | 4 1 | 4 1 | 4 3 | 3 15 | 3 12 | 3 15 |
| Bandhua ... | 4 6 | 4 8 | 4 10 | 4 10 | 4 10 | 4 3 | 4 3 | 4 3 | 4 1 | 3 15 | 4 1 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on Soft Coke) as notified paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka |
|--------------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Grand Chord— | | | | | | | | | | | |
| Manpur ... | 4 8 | 4 10 | 4 12 | 4 12 | 4 12 | 4 6 | 4 6 | 4 6 | 4 1 | 4 1 | 4 1 |
| Gaya ... | 4 8 | 4 10 | 4 12 | 4 15 | 4 12 | 4 6 | 4 6 | 4 8 | 4 3 | 4 3 | 4 3 |
| Kastha † | 4 10 | 4 12 | 4 15 | 5 1 | 4 15 | 4 8 | 4 8 | 4 10 | 4 6 | 4 3 | 4 6 |
| Paraiya ... | 4 12 | 4 15 | 5 1 | 5 1 | 5 1 | 4 10 | 4 10 | 4 10 | 4 8 | 4 6 | 4 8 |
| Guraru ... | 4 12 | 5 1 | 5 1 | 5 3 | 5 1 | 4 12 | 4 12 | 4 12 | 4 8 | 4 8 | 4 8 |
| Ismailpore ... | 4 15 | 5 1 | 5 3 | 5 3 | 5 3 | 4 12 | 4 12 | 4 15 | 4 10 | 4 8 | 4 10 |
| Rafiganj ... | 5 1 | 5 3 | 5 5 | 5 5 | 5 5 | 4 15 | 4 15 | 5 1 | 4 12 | 4 10 | 4 12 |
| Jakhim ... | 5 3 | 5 5 | 5 5 | 5 8 | 5 8 | 5 1 | 5 1 | 5 3 | 4 15 | 4 15 | 4 15 |
| Phesar ... | 5 5 | 5 8 | 5 8 | 5 10 | 5 10 | 5 3 | 5 3 | 5 3 | 5 1 | 5 1 | 5 1 |
| Palmerganj ... | 5 5 | 5 8 | 5 10 | 5 12 | 5 10 | 5 5 | 5 5 | 5 5 | 5 3 | 5 1 | 5 3 |
| Sone East Bank ... | 5 8 | 5 10 | 5 12 | 5 12 | 5 12 | 5 8 | 5 8 | 5 8 | 5 5 | 5 3 | 5 5 |
| Daltonganj Br. | | | | | | | | | | | |
| Ankorha ... | 5 12 | 5 15 | 5 15 | 6 1 | 5 15 | 5 10 | 5 10 | 5 10 | 5 8 | 5 8 | 5 8 |
| Nabinagar Rd... 5 15 | 6 1 | 6 1 | 6 3 | 6 3 | 5 12 | 5 12 | 5 12 | 5 12 | 5 10 | 5 10 | 5 10 |
| Japla ... | 6 1 | 6 3 | 6 5 | 6 5 | 6 5 | 6 1 | 6 1 | 6 1 | 5 12 | 5 12 | 5 12 |
| Haidarnagar ... | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 6 1 | 6 1 | 6 1 | 5 15 | 5 15 | 5 15 |
| Mohammadganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 3 | 6 1 | 6 1 | 6 1 |
| Untari Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 1 | 6 3 |
| Garhwa Road... 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 1 | 6 1 | 6 1 |
| Rajhara ... | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 6 1 | 6 1 | 6 1 | 5 15 | 5 15 | 5 15 |
| Daltonganj ... | 5 15 | 6 1 | 6 3 | 6 3 | 6 3 | 5 15 | 5 15 | 5 15 | 5 12 | 5 10 | 5 12 |
| Dehri-on-Sone ... | 5 10 | 5 12 | 5 12 | 5 15 | 5 15 | 5 8 | 5 8 | 5 10 | 5 5 | 5 5 | 5 5 |
| Via Dehri-on-Sone(a) ... | 5 8 | 5 10 | 5 10 | 5 13 | 5 13 | 5 6 | 5 6 | 5 8 | 5 3 | 5 3 | 5 3 |
| Karwandia ... | 5 12 | 5 15 | 5 15 | 6 1 | 5 15 | 5 10 | 5 10 | 5 10 | 5 8 | 5 8 | 5 8 |
| Sasaram ... | 5 12 | 5 15 | 6 1 | 6 1 | 6 1 | 5 12 | 5 12 | 5 12 | 5 10 | 5 8 | 5 10 |
| Via Sasaram (a) ... | 5-12-3 | 5-15-3 | 6-1-3 | 6-1-3 | 6-1-3 | 5-12-3 | 5-12-3 | 5-12-3 | 5-10-3 | 5-8-3 | 5-10-3 |
| (for A. S. L. Ry.) | | | | | | | | | | | |
| Kumhau ... | 5 15 | 6 1 | 6 3 | 6 3 | 6 3 | 5 12 | 5 12 | 5 15 | 5 10 | 5 10 | 5 10 |
| Shiu Sagar Road... 5 15 | 6 1 | 6 3 | 6 3 | 6 3 | 5 15 | 5 15 | 5 15 | 5 15 | 5 12 | 5 10 | 5 12 |
| Kudra ... | 6 1 | 6 3 | 6 5 | 6 5 | 6 5 | 6 1 | 6 1 | 6 1 | 5 15 | 5 12 | 5 15 |
| Pusaali ... | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 6 1 | 6 1 | 6 3 | 5 15 | 5 15 | 5 15 |
| Muthani * ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 3 | 6 1 | 6 1 | 6 1 |
| Bhabua Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 1 | 6 1 | 6 1 |
| Durgauti ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 3 |
| Karmasa ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Salyadga ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Chandauli Majhwar. ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Ganj Khwaja * ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

† Open for Coal for the Engineering Department only.

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re 1-0-0 per ton should be levied in addition (except on Soft. Coke) as notified paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Onal | Ukhra | Pandaveswar | Darulah Siding | Samia No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka |
|-------------------------------------------|--------|--------|-------------|----------------|-------------|----------|-----------------------------------|---------------|------------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Moghal Sarai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jeonathpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Ahaura Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kylahat ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Chunar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dagmagpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Pahara ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jhingura ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mirzapur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bindhachal ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Birohi ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Gaipura ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jigna ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mandah Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Unchdih * ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Meja Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bheerpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Karchana ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Naini ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Allahabad ... | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Allahabad Fort (a) ... | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bamhrauli ... | 6 5 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Manauri ... | 6 5 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Manoharganj ... | 6 8 | 6 8 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 |
| Bharwari ... | 6 8 | 6 8 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 |
| Shujaatpur ... | 6 8 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 |
| Sirathu ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 |
| Kunwar ... | 6 10 | 6 10 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 |
| Khaga ... | 6 10 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 |
| Sathnaraini ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 |
| Rasulabad ... | 6 12 | 6 12 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 |
| Falz-ullah-pur ... | 6 12 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 |
| Fatehpur ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 |
| Kurasti Kalan ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 |
| Malwa ... | 6 14 | 6 14 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 |
| Kanspur Gugauli * ... | 6 14 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 14 |
| Bindki Road ... | 6 14 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 |
| Karbigwan ... | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 |
| Sarsaul ... | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 7 1 |
| Chakeri ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 |
| Cawnpore Central Goods Shed Junction ... | 7 3 | 7 3 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Cawnpore Mill Siding (A) ... | 7 3 | 7 3 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Cawnpore Mill Siding (B) ... | 7 3 | 7 3 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Loco. Foreman's siding (Anwar-ganj) § ... | 7 1 | 7 1 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 6 15 | 6 15 | 6 15 |

* Not open for Coal, Coke, and Patent Fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

(a) Closed.

§ Open for B. B. & C. I. Railway Loco. Coal only.

| Stations to | Ondal. | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahar | Asansol | Dhodka |
|-------------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|-----------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Panki ... | 7 3 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 |
| Bhaupur | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 |
| Maltha* | 7 5 | 7 5 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 |
| Rura ... | 7 5 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 |
| Ambyapur | 7 5 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 |
| Jhinjhak | 7 7 | 7 7 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 |
| Kanchausi | 7 7 | 7 7 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 |
| Phaphund | 7 7 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 |
| Pata* ... | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 |
| Achalda | 7 10 | 7 10 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 |
| Samhon | 7 10 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 10 |
| Bharthna | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 |
| Ekdil ... | 7 12 | 7 12 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 |
| Etawah | 7 12 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 |
| Sarai Bhopat* | 7 12 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 |
| Jaswantnagar | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 |
| Balrai*... | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 |
| Bhadan | 7 14 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 |
| Kaurara | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 |
| Shikohabad | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 |
| S. F. Extension. | | | | | | | | | | | |
| Araon * | 8 1 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 8 1 |
| Kosma | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 |
| Tindauli* | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 |
| Mainpuri | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 |
| Mainpuri Kachari* | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 |
| Bhongaon | 8 5 | 8 5 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Mota * | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Nibkarori | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 |
| Ugarpur * | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 |
| Farukhabad (a) | 8-2-6 | 8-2-6 | 8-4-6 | 8-4-6 | 8-4-6 | 8-2-6 | 8-2-6 | 8-2-6 | 8-0-6 | 8-0-6 | 8-0-6 |
| Makkhanpur | 8 1 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 |
| Firozabad | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 |
| Harangau | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 |
| Tundla... | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 |
| Agra Branch. | | | | | | | | | | | |
| Etmadpur | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 |
| Kuberpur | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 |
| Jumna Bridge | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 |
| Belanganj | 8 5 | 8 5 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Agra Cantt. | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Jdgah (Agra) § | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

(a) The rates for Coal, Coke and Patent Fuel for the use of B. B. & C. I. Railway are Re. 0-4-0 per ton less than these rates. These rates are not subject to the levy of E. I. Ry. receiving end terminal charge of Re. 0-2-0 per ton.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

§ Open for B. B. & C. I. Ry. Loco. Coal only.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka |
|----------------------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Barhan ... | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 |
| Chamrola * ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 |
| Jalesar Road ... | 8 5 | 8 5 | 8 5 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Pora * ... | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 |
| Hathras Jn. * ... | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 |
| Hathras Kilah ... | 8 7 | 8 7 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 |
| Sasni ... | 8 7 | 8 7 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 |
| Madrak ... | 8 7 | 8 7 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 |
| Daudkhan * ... | 8 7 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 7 |
| Aligarh ... | 8 7 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 |
| Mehrawal ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 ^c |
| Kulwa * ... | 8 10 | 8 10 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Somna ... | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Damar * ... | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 |
| Khurja Jn. ... | 8 12 | 8 12 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 |
| Khurja-Hapur Section— | | | | | | | | | | | |
| Khurja City ... | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 |
| Maman * ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 12 |
| Bulandshahr ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 |
| Baral * ... | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 |
| Gulaothi ... | 8 14 | 8 14 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 |
| Hafizpur * ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 |
| Hapur ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 |
| Sikandarpur ... | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 |
| Chola ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 12 |
| Wair * ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 |
| Dankaur ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 |
| Ajaibpur ... | 8 14 | 8 14 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 |
| Dadri ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 14 |
| Maripat * ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 |
| Ghazliabad ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 |
| Delhi † ... | 9 0 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 |
| Kashi ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Benares Cant. ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Lohta ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Chaukhandi ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kapsethi ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Parsipur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhadohi ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mondh ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Suriawan ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sarai Kansrai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Janghal ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |

* Not open for Coal, Coke and Patent fuel in full wagon loads.

† Coal, Coke and Patent Fuel for the Public cannot be booked to Delhi station itself.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | | | | | | | | | | | | |
|---------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|--|
| | Ondal. | Ukhra | Pandaveswar | Darulah Siding | Samia No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka | |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Nibhapur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Badshahpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Suwansa ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Gaura ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Dandupur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Partabgarh Oudh ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Prayag ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Phaphamau ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Siwalt ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Mau Aima ... | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Bishnathganj ... | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Bhupia Mau † ... | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Kohndaur ... | 6 5 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Piparpur ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Sultanpur ... | 6 5 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Dwarkaganj ... | 6 5 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Kurebhar ... | 6 8 | 6 8 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | |
| Khajurhat ... | 6 8 | 6 10 | 6 10 | 6 12 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | |
| Malethu Kanak † ... | 6 8 | 6 10 | 6 10 | 6 12 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | |
| Bharatkund ... | 6 10 | 6 10 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | |
| Tharwai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Serai Chandi ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Phulpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Bibipur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Barya Ram * ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Jarauna ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Barsathi * ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Bhanaur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Mariahu ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Salkhapur ‡ ... | 6 5 | 6 5 | 6 5 | 6 6 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Chilbila ... | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Jagesharganj ... | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Antu ... | 6 5 | 6 8 | 6 8 | 6 10 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | |
| Amethi ... | 6 8 | 6 8 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | |
| Gauriganj ... | 6 8 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | |
| Bani ... | 6 8 | 6 10 | 6 10 | 6 12 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | |
| Jais ... | 6 10 | 6 10 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | |
| Fursatganj ... | 6 10 | 6 10 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | |
| Rupamau ... | 6 10 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | |
| Rae-Bareli ... | 6 12 | 6 12 | 6 12 | 6 14 | 6 12 | 6 10 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | |
| Gangaganj ... | 6 12 | 6 12 | 6 12 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | |
| Harchandpur ... | 6 12 | 6 12 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | |
| Kundanganj ... | 6 12 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | |
| Bachhrawan ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | |
| Nigohan ... | 6 14 | 6 14 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | |
| Mohanlaganj ... | 6 14 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | |

* Not open for coal, coke and patent fuel in wagon loads.

† Open for coal traffic up to 50 maunds per consignment.

‡ Open for goods up to 81 maunds per day.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka |
|----------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Utraitia ... | 6 14 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 |
| Lucknow ... | 7 1 | 7 1 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 |
| Jaunpur Kutchery ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Baksha... .. | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Srikrishna Nagar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Harpalganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Keoripur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Lambhua ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Manyari ... | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 |
| Musafirkhana ... | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 |
| Nihalgarh ... | 6 10 | 6 10 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 |
| Inhauna ... | 6 10 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 10 |
| Haidergarh ... | 6 12 | 6 12 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 |
| Bhilwal ... | 6 12 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 12 |
| Rahmatnagar ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 |
| Anupganj ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 |
| Shiupur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Babatpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Khalispur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jalalganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sarkoni ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Zafarabad ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jaunpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mihrawan ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kheta Sarai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Shahganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bilwai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Malipur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jafarganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Akbarpur ... | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Surapur ... | 6 5 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Tanda ... | 6 5 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Katahari ... | 6 5 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Goshainganj ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Ulna Bhari ... | 6 8 | 6 8 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 |
| Bilhar Ghat ... | 6 8 | 6 8 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 |
| Darshannagar ... | 6 8 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 |
| Ajodhya ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 |
| Fyzabad City ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 |
| Fyzabad Jn. ... | 6 10 | 6 10 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 |
| Salarpur ... | 6 10 | 6 10 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 |
| Sohwal ... | 6 10 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 10 |
| Deorakot * ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Baragaon ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 |
| Rudauli ... | 6 12 | 6 12 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 |
| Rauzagaon † ... | 6 12 | 6 12 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

† Open for goods up to 81 maunds. per day.

N.B. (i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 are included in these rates.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka |
|--------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Patranga ... | 6 12 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 |
| Daryabad ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 |
| Saidkhanpur ... | 6 14 | 6 14 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 |
| Safdariganj ... | 6 14 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 |
| Rasauli ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 |
| Barabanki ... | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 |
| Jahangirabad ... | 7 1 | 7 1 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 |
| Bindaura ... | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 |
| Burhwal ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 |
| Mahadewa ... | 7 3 | 7 3 | 7 3 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Bahramghat ... | 7 3 | 7 3 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Jugaur ... | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 7 1 |
| Malhaur ... | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 |
| Sarai Gopal ¶ | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Atrampur ... | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Ram Chandra Road | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Lalgopalganj ... | 6 5 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhadri ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Harnamganj ... | 6 8 | 6 8 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 |
| Gotni ... | 6 8 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 |
| Pariawan ... | 6 8 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 |
| Unchahar ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 |
| Lachhmanpur ... | 6 10 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 10 |
| Daryapur ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 |
| Ishwardaspur ... | 6 10 | 6 10 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 |
| Jalalpur Dhari ... | 6 10 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 |
| Dalmau ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 |
| Ubarni ... | 6 12 | 6 12 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 |
| Lalganj ... | 6 12 | 6 12 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 |
| Raghuraj Singh ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 |
| Baiswara ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 |
| Takia ... | 6 14 | 6 14 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 |
| Bighapur ... | 6 14 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 14 |
| Tikauli Rawatpur ¶ | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 |
| Achalganj ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 |
| Amausi ... | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 |
| Harauni ... | 7 3 | 7 3 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Jaitipur ... | 7 3 | 7 3 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Algain ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 |
| Sonik ... | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 |
| Unao ... | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 7 1 |
| Unao Mills * | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 |
| Magarwara ... | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 |
| Juhi ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Makhi ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 |

¶ Not open for coal in wagon loads.

* Open for consignments in full wagon loads for Unao Sugar works only.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka |
|----------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Safipur ... | 7 3 | 7 3 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Ugu ... | 7 3 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 3 |
| Bangarmau ... | 7 5 | 7 5 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 |
| Ganjmuradabad ... | 7 5 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 5 |
| Mallanwan ... | 7 1 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 7 1 |
| Alamnagar ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Kakori ... | 7 3 | 7 3 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Mallihabad ... | 7 3 | 7 3 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 |
| Dilawarnagar ... | 7 3 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 3 |
| Rahimabad ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 |
| Sandila ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 |
| Umartali* ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 |
| Dalelnagar ... | 7 5 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 5 |
| Balamau ... | 7 5 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 |
| Arseni ... | 7 7 | 7 7 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 |
| Beniganj ... | 7 7 | 7 7 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 |
| Nimsar ... | 7 7 | 7 7 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 |
| Misrikh Tirath ... | 7 7 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 |
| Ramkot ... | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 |
| Sitapur City ... | 7 10 | 7 10 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 |
| Atwa ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 |
| Madhoganj ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 |
| Bilgram ... | 7 7 | 7 7 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 |
| Auhadpur ... | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 |
| Baghauli ... | 7 5 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 |
| Masit ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 |
| Karna ... | 7 7 | 7 7 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 |
| Hardoi ... | 7 7 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 |
| Kaurha ... | 7 7 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 |
| Behta Gokul ... | 7 10 | 7 10 | 7 10 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 |
| Todarpur ... | 7 10 | 7 10 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 |
| Anjhi ... | 7 10 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 10 |
| Aligawan ... | 7 10 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 |
| Kahilia ... | 7 12 | 7 12 | 7 12 | 7 14 | 7 12 | 7 10 | 7 10 | 7 12 | 7 10 | 7 10 | 7 10 |
| Rosa ... | 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 |
| Unchaulla ... | 7 12 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 |
| Jung Bahadurganj ... | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 |
| Jahanikhera ... | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 |
| Malgaonj ... | 7 12 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 12 |
| Neri ... | 7 12 | 7 12 | 7 14 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 |
| Maholi ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 12 | 7 10 | 7 10 | 7 10 |
| Hempur ... | 7 10 | 7 12 | 7 12 | 7 14 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 |
| Shahjahanpur ... | 7 12 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 |
| Bantheta ... | 7 12 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 |
| Tilhar ... | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 |
| Miranpur Katra ... | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 |
| Bilpur ... | 7 14 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 14 |
| Tisua ... | 7 14 | 8 1 | 8 1 | 8 3 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 |
| Pitambarpur ... | 8 1 | 8 1 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 |
| Rasulya ... | 8 1 | 8 1 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 |
| Bareilly ... | 8 1 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 |

* Open for 50 maunds per consignment.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1.0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding and terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka |
|-------------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Basharatganj ... | 8 3 | 8 3 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 |
| Aonla ... | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 3 |
| Karengi ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 |
| Dabtara ... | 8 5 | 8 5 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Asafpur ... | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Chandauli ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 |
| Bahjoi ... | 8 7 | 8 7 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 |
| Dhanari ... | 8 7 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 |
| Babrala ... | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Rajghat Narora ... | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Dibai ... | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 10 |
| Atrauli Road ... | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 |
| Harduaganj ... | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Manzurgarhi ... | 8 10 | 8 10 | 8 10 | 8 12 | 8 10 | 8 7 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 |
| Clutterbuckganj ... | 8 3 | 8 3 | 8 3 | 8 10 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 |
| Parsakhara ... | 8 3 | 8 3 | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 3 |
| Bhitaura ... | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 |
| Dhanata ... | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 |
| Nagaria Sadat ... | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 |
| Milak ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 |
| Duganpur ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Dhamora ... | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Shahzad Nagar ... | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 |
| Rampur ... | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 |
| Mundha Pande ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 |
| Dalpatpur ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 |
| Kathghar* ... | 8 7 | 8 7 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 |
| Moradabad ... | 8 7 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 |
| Kandarki ... | 8 7 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 |
| Raja-ka-Sahaspur ... | 8 7 | 8 7 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 |
| Sambhal-Hatim Sarai ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Sirsi Makhdumpur ... | 8 10 | 8 10 | 8 10 | 8 12 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 |
| Jargaon ... | 8 7 | 8 7 | 8 7 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 |
| Hakeempur ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 |
| Kailsa ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Amroha ... | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Kafurpur ... | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 |
| Gajroula ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 |
| Sherpur ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 12 |
| Mandi Dhanaura ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 |
| Chandpur Siau ... | 8 14 | 8 14 | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 |
| Sisauna ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 14 |
| Haldaur ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 |
| Khari Jhalu ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 |
| Bljnor ... | 9 0 | 9 0 | 9 3 | 9 1 | 9 3 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 |
| Basi Kiratpur ... | 9 0 | 9 0 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 |
| Kankhather ... | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 |

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

* Not open for coal, coke and patent fuel in full wagon loads.

Note.—A forwarding and terminal charge of Re. 0-4-0 and a receiving and terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka |
|------------------------------------------|--------|--------|-------------|----------------|-------------|----------|--------------------------------------|---------------|------------|---------|--------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Garhmukhtesar ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 |
| Simbhaoli ... | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 |
| Kuchesar Road ... | 8 14 | 8 14 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 |
| Babugahr ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 |
| Pilkhuwa ... | 9 0 | 9 0 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 |
| Dasna ... | 9 0 | 9 0 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 |
| Panchi ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 9 14 | 8 14 | 8 14 | 8 14 |
| Kharkhauda ... | 9 0 | 9 0 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 |
| Meerut City ... | 9 0 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 |
| Harthala§ ... | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 |
| Aghwanpur ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 |
| Matlabpur ... | 8 10 | 8 10 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Khanth ... | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 |
| Mewa Nawada ... | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 10 |
| Seohara ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 |
| Chakrajmal ... | 8 12 | 8 12 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 |
| Dhampur ... | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 |
| Puraini ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 |
| Nagina ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 |
| Bundki ... | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 |
| Najibabad ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 14 |
| Sanah Road ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 |
| Kotdwara ... | 9 0 | 9 0 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 |
| Muazzampur Narain ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 |
| Chandok ... | 9 0 | 9 0 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 |
| Balawali ... | 9 0 | 9 0 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 |
| Raisi ... | 9 0 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 9 0 |
| Lhaksar ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 |
| Dausni ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 |
| Aithal ... | 9 3 | 9 3 | 9 3 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 |
| Pathri ... | 9 3 | 9 3 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 |
| Jawalapur ... | 9 3 | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 3 |
| Hardwar ... | 9 3 | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 |
| Landhaura ... | 9 3 | 9 3 | 9 3 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 |
| Roorkee ... | 9 3 | 9 3 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 |
| Iqbalpur ... | 9 3 | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 |
| Chodiala ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 |
| Baliakheri ... | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 |
| Khan-Alampura ... | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 |
| West† ... | | | | | | | | | | | |
| Saharanpur ... | 9 5 | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 |
| Via Saharanpur (a) (for S. S. L. Ry). | 9-7-6 | 9-9-6 | 9-9-6 | 9-9-6 | 9-9-6 | 9-7-6 | 9-7-6 | 9-7-6 | 9-7-6 | 9-5-6 | 9-5-6 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

† Open only for Military Traffic as well as for Railway Materials and Stores including Railway Coal.

§ Not yet opened for coal traffic.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|-----------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Chitpur and via ‡ | | | | | | | | | | |
| Ultadanga ... | | | | | | | | | | |
| Cossipore Road (EB) § | | | | | | | | | | |
| Calcutta (Sealah) ¶ | (a) | 4-10-6 | 4-8-6 | 3-12-6 | 3-14-6 | 3-12-6 | 3-14-6 | 3-14-6 | 3-14-6 | 4-1-6 |
| Kidderpore Docks | | | | | | | | | | |
| Howrah ... | | | | | | | | | | |
| Via Howrah (for H. A. and | 4 6 | 4 4 | 3 8 | 3 10 | 3 8 | 3 10 | 3 10 | 3 10 | 3 13 | 4 4 |
| H. S. L. Rys.) † | | | | | | | | | | |
| Belure (c) ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 3 |
| Howrah-Burdwan Chord | | | | | | | | | | |
| Dankuni ... | 4 1 | 3 15 | 3 3 | 3 6 | 3 3 | 3 6 | 3 8 | 3 8 | 3 10 | 3 15 |
| Begumpur ... | 3 15 | 3 12 | 3 1 | 3 6 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 15 |
| Monirampur ... | 3 15 | 3 12 | 3 1 | 3 3 | 3 1 | 3 3 | 3 3 | 3 6 | 3 6 | 3 12 |
| Chandanpur ... | 3 10 | 3 8 | 2 13 | 3 1 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 8 |
| Belmuri ... | 3 10 | 3 8 | 2 13 | 2 15 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 8 |
| Gurup ... | 3 8 | 3 6 | 2 10 | 2 13 | 2 10 | 2 13 | 2 13 | 2 13 | 2 15 | 3 6 |
| Jaugram ... | 3 6 | 3 3 | 2 8 | 2 10 | 2 8 | 2 10 | 2 13 | 2 13 | 2 13 | 3 3 |
| Masagram ... | 3 3 | 3 1 | 2 6 | 2 8 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 | 3 1 |
| Palla Road ... | 3 3 | 2 15 | 2 6 | 2 8 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 | 3 1 |
| Bally ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 8 | 3 10 | 3 10 | 3 12 | 3 12 | 4 3 |
| Uttarpara* ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 8 | 3 10 | 3 10 | 3 10 | 3 12 | 4 3 |
| Konnagar ... | 4 3 | 4 1 | 3 6 | 3 10 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 1 |
| Rishra Siding ... | 4 3 | 4 1 | 3 6 | 3 10 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 1 |
| Serampore ... | 4 3 | 4 1 | 3 6 | 3 8 | 3 6 | 3 8 | 3 8 | 3 8 | 3 10 | 4 1 |
| Sheoraphuli ... | 4 3 | 3 15 | 3 3 | 3 8 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 4 1 |
| T. B. Railway— | | | | | | | | | | |
| Dearah ... | 4 3 | 4 1 | 3 6 | 3 8 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 1 |
| Nasibpur* ... | 4 3 | 4 1 | 3 6 | 3 8 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 1 |
| Singur ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 3 |
| Kamarkundu ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 8 | 3 10 | 3 10 | 3 12 | 3 12 | 4 3 |
| Nalikul ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 3 |
| Haripal ... | 4 8 | 4 6 | 3 10 | 3 12 | 3 10 | 3 12 | 3 12 | 3 15 | 3 15 | 4 6 |
| Kaikala* ... | 4 8 | 4 6 | 3 10 | 3 12 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 6 |
| Bahirkhand ... | 4 8 | 4 6 | 3 10 | 3 15 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 8 |
| Tarakeswar ... | 4 10 | 4 8 | 3 12 | 3 15 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 8 |

* Not open for coal, coke and patent fuel in full wagon loads.

† An extra charge of Re. 0-2-3 per ton must be levied in booking to and from Chitpur ghat and not Chitpur station.

§ Coal for the Calcutta Electric Supply Corporation Siding, Suraj Jute Press Siding, New Jheel Press Siding, Gun Foundry Siding, Calcutta Corporation and its contractors on account of Tala Pumping Station and Messrs. Mohatta Bros. may only be booked to this station. Extra charges, where due, must be levied in addition.

¶ In booking to the siding served via Sealdah the extra charges, where leviable, must be levied in addition.

• Note.—These rates are inclusive of the E. I. Ry. forwarding end terminal charge of Re. 0-4-0 and receiving end terminal charge of Re. 0-2-0 per ton.

(a) These rates include a terminal charge of Re. 0-4-6 per ton (and not Re. 0-2-0 per ton, the usual charge) due at the receiving end.

(c) Open for coal, coke and patent fuel in full wagon loads only for the National Iron and Steel Co.'s Siding. A siding charge of Re. 0-0-10 per ton is leviable in addition.

† These rates do not include the transhipment charge. The receiving end terminal charge of Re. 0-2-0 per ton is not leviable in these cases.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of the Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| Stations to | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kalobathan | Dhanbad |
|--------------------------------------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Baldyabati* ... | 4 1 | 3 15 | 3 3 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 15 |
| Bhadreswar Ghat ... | 4 1 | 3 15 | 3 3 | 3 6 | 3 3 | 3 6 | 3 6 | 3 8 | 3 8 | 3 15 |
| Victoria Jute Mills and Sham- nagar North Mills Sidings | 4 1 | 3 15 | 3 3 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 15 |
| Dalhousie Jute Mills and Champdany Jute Mills Sidings. | 4 1 | 3 15 | 3 3 | 3 8 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 15 |
| North-brook and Angus Jute Mills Sidings. | 4 1 | 3 15 | 3 3 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 15 |
| Mankundu* ... | 4 1 | 3 15 | 3 3 | 3 6 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 15 |
| Chandernagore ... | 3 15 | 3 12 | 3 1 | 3 6 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 15 |
| Chinsura* ... | 3 15 | 3 12 | 3 1 | 3 3 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 12 |
| Hooghly ... | 3 15 | 3 12 | 3 1 | 3 3 | 3 1 | 3 3 | 3 3 | 3 6 | 3 6 | 3 12 |
| Bandel† ... | 3 15 | 3 12 | 3 1 | 3 3 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 3 12 |
| Naihati Branch— Naihati ... | 4 1 | 3 12 | 3 1 | 3 6 | 3 3 | 3 3 | 3 6 | 3 8 | 3 8 | 3 15 |
| Bandel-Azimganj-Bar - harwa Extension— Bansabati ... | 3 15 | 3 12 | 3 1 | 3 3 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 12 |
| Bansberia Mill Siding | 4 1 | 3 12 | 3 1 | 3 6 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 15 |
| Tribeni (E. I. Ry.)* | 4 1 | 3 12 | 3 1 | 3 6 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 15 |
| Khamargachi | 4 1 | 3 15 | 3 3 | 3 8 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 4 1 |
| Jirat* ... | 4 3 | 4 1 | 3 6 | 3 8 | 3 6 | 3 8 | 3 10 | 3 10 | 3 10 | 4 1 |
| Balagarh ... | 4 3 | 4 1 | 3 6 | 3 8 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 1 |
| Somra Bazar | 4 6 | 4 3 | 3 8 | 3 10 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 3 |
| Guptipara ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 3 |
| Kalna Court | 4 8 | 4 6 | 3 10 | 3 12 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 6 |
| Bagnapara ... | 4 10 | 4 6 | 3 10 | 3 15 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 8 |
| Dhatrigram ... | 4 10 | 4 8 | 3 12 | 3 15 | 3 12 | 3 15 | 3 15 | 4 1 | 4 1 | 4 8 |
| Samudragarh | 4 12 | 4 10 | 3 15 | 4 1 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 10 |
| Nabadwip ... | 4 15 | 4 10 | 3 15 | 4 3 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 12 |
| Purbasthali ... | 4 15 | 4 12 | 4 1 | 4 3 | 4 3 | 4 3 | 4 6 | 4 6 | 4 8 | 4 12 |
| Patuli ... | 5 3 | 5 1 | 4 6 | 4 8 | 4 6 | 4 6 | 4 8 | 4 8 | 4 10 | 5 1 |
| Dainhat ... | 5 3 | 5 1 | 4 6 | 4 8 | 4 8 | 4 8 | 4 10 | 4 10 | 4 12 | 5 1 |
| Katwa ... | 4-14-9† | 4-10-9† | 4-1-9† | 4-3-9† | 4-1-9† | 4-1-9† | 4-3-9† | 4-3-9† | 4-5-9† | 4-12-9† |
| Gangatikuri ... | 5 1 | 4 12 | 4 1 | 4 6 | 4 3 | 4 3 | 4 6 | 4 6 | 4 8 | 4 15 |
| Salar ... | 4 15 | 4 12 | 4 1 | 4 3 | 4 1 | 4 3 | 4 3 | 4 6 | 4 6 | 4 12 |
| Bazarsohu ... | 4 10 | 4 8 | 3 12 | 4 1 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 10 |
| Chowrigacha | 4 10 | 4 8 | 3 12 | 3 15 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 8 |
| Chiroti* ... | 4 8 | 4 6 | 3 10 | 3 12 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 6 |
| Khagra Ghat Road | 4 6 | 4 3 | 3 6 | 3 10 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 3 |
| Lalbagh Courd Road* | 4 3 | 4 1 | 3 6 | 3 8 | 3 6 | 3 8 | 3 8 | 3 8 | 3 10 | 4 1 |
| Azimganj Jn. | 4 1 | 3 15 | 3 3 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 15 |
| Manigram ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 3 |
| Gankar ... | 4 8 | 4 6 | 3 10 | 3 12 | 3 10 | 3 12 | 3 15 | 3 15 | 4 1 | 4 6 |
| Jangipur Road | 4 10 | 4 8 | 3 12 | 3 15 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 8 |
| Sajinipara ... | 4 12 | 4 10 | 3 15 | 4 1 | 3 15 | 4 1 | 4 3 | 4 3 | 4 6 | 4 10 |
| Nhmtla ... | 4 15 | 4 12 | 4 1 | 4 3 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 12 |
| Dhulian Ganges | 4 12 | 4 10 | 3 15 | 4 1 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 10 |
| Tildanga ... | 4 8 | 4 6 | 3 10 | 3 15 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 8 |

† These rates are not subject to the levy of the E. I. R. receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for coal, coke and patent fuel in full wagon loads.

‡ Open for coal for the Loco. Foreman, Bandel, only.

N.B. (i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|----------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Trishbigha ... | 3 12 | 3 10 | 2 15 | 3 3 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 3 10 |
| Magra ... | 3 12 | 3 10 | 2 15 | 3 1 | 2 15 | 3 1 | 3 3 | 3 3 | 3 6 | 3 10 |
| Via Magra (a) (for B. P. Ry.) | 3-12-3 | 3-10-3 | 2-15-3 | 3-1-3 | 2-15-3 | 3-1-3 | 3-3-3 | 3-3-3 | 3-6-3 | 3-10-3 |
| Talandoo* ... | 3 12 | 3 10 | 2 15 | 3 1 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 10 |
| Khanyan ... | 3 10 | 3 8 | 2 13 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 8 |
| Pundooah ... | 3 10 | 3 6 | 2 13 | 2 15 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 8 |
| Simlagarh ... | 3 8 | 3 6 | 2 10 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 6 |
| Boinchee ... | 3 8 | 3 3 | 2 10 | 2 13 | 2 10 | 2 10 | 2 13 | 2 13 | 2 15 | 3 6 |
| Debipur ... | 3 6 | 3 3 | 2 8 | 2 10 | 2 10 | 2 10 | 2 13 | 2 13 | 2 15 | 3 3 |
| Bagila* ... | 3 6 | 3 3 | 2 8 | 2 10 | 2 8 | 2 10 | 2 10 | 2 13 | 2 13 | 3 3 |
| Memari ... | 3 3 | 3 1 | 2 6 | 2 10 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 | 3 1 |
| Rasulpur ... | 3 3 | 3 1 | 2 6 | 2 8 | 2 6 | 2 8 | 2 8 | 2 10 | 2 10 | 3 1 |
| Palsit* ... | 3 1 | 2 15 | 2 4 | 2 8 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 | 2 15 |
| Saktighar ... | 3 1 | 2 15 | 2 4 | 2 6 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 | 2 15 |
| Gangpur* ... | 3 1 | 2 13 | 2 4 | 2 6 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 15 |
| Burdwan ... | 2 15 | 2 13 | 2 1 | 2 4 | 2 1 | 2 4 | 2 4 | 2 6 | 2 6 | 2 13 |
| Via Burdwan (a) (for B. K. Ry.) | 2-15-3 | 2-13-3 | 2-1-3 | 2-4-3 | 2-1-3 | 2-4-3 | 2-4-3 | 2-6-3 | 2-6-3 | 2-13-3 |
| Talit ... | 2 13 | 2 10 | 1 15 | 2 1 | 2 1 | 2 1 | 2 4 | 2 4 | 2 6 | 2 10 |
| Khana ... | 2 13 | 2 8 | 1 13 | 2 1 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 10 |
| Loop Line— | | | | | | | | | | |
| Bonpas ... | 2 13 | 2 10 | 1 15 | 2 4 | 2 1 | 2 1 | 2 4 | 2 4 | 2 6 | 2 13 |
| Gushkara ... | 2 15 | 2 13 | 2 1 | 2 6 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 13 |
| Bhedia ... | 3 3 | 3 1 | 2 6 | 2 8 | 2 6 | 2 8 | 2 8 | 2 8 | 2 10 | 3 1 |
| Bolpur ... | 3 3 | 3 1 | 2 6 | 2 10 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 | 3 1 |
| Kopai ... | 3 1 | 2 15 | 2 6 | 2 8 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 | 3 1 |
| Ahmadpur ... | 3 1 | 2 13 | 2 4 | 2 6 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 15 |
| Via Ahmadpur (a) (for A. K. Ry.) | 3-1-3 | 2-13-3 | 2-4-3 | 2-6-3 | 2-4-3 | 2-4-3 | 2-6-3 | 2-6-3 | 2-8-3 | 2-15-3 |
| Bataspur* ... | 2 15 | 2 13 | 2 1 | 2 4 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 13 |
| Sainthia ... | 2 13 | 2 10 | 1 15 | 2 1 | 2 1 | 2 1 | 2 4 | 2 4 | 2 6 | 2 10 |
| Godadharpur ... | 2 15 | 2 13 | 2 1 | 2 4 | 2 1 | 2 4 | 2 6 | 2 6 | 2 8 | 2 13 |
| Mollarpur ... | 3 1 | 2 15 | 2 4 | 2 6 | 2 4 | 2 6 | 2 6 | 2 8 | 2 8 | 2 15 |
| Rampore Haut ... | 3 3 | 3 1 | 2 6 | 2 8 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 | 3 1 |
| Swadinpur* ... | 3 6 | 3 1 | 2 6 | ... | 2 8 | 2 8 | 2 10 | 2 13 | 2 13 | 3 1 |
| Nalhati ... | 3 8 | 3 3 | 2 10 | 2 13 | 2 10 | 2 10 | 2 13 | 2 13 | 2 15 | 3 6 |
| Azimganj Branch— | | | | | | | | | | |
| Takipur* ... | 3 8 | 3 6 | 2 10 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 6 |
| Lohapur ... | 3 10 | 3 8 | 2 13 | 2 15 | 2 13 | 2 15 | 2 15 | 2 15 | 3 1 | 3 8 |
| Morgam ... | 3 10 | 3 8 | 2 13 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 8 |
| Sagarighi ... | 3 12 | 3 10 | 2 15 | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 3 10 |
| Barala* ... | 3 15 | 3 12 | 3 1 | 3 3 | 3 1 | 3 3 | 3 3 | 3 6 | 3 6 | 3 12 |
| Chatra ... | 3 8 | 3 6 | 2 10 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 6 |
| Murarai ... | 3 10 | 3 8 | 2 13 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 8 |
| Rajgan ... | 3 12 | 3 10 | 2 15 | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 3 10 |
| Pakur ... | 3 15 | 3 12 | 3 1 | 3 6 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 15 |

* Not open for coal, coke and patent fuel in full wagon loads.

(a) These rates exclude the receiving and terminal charge of Re. 0-2-0 per ton.

N.B. (i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding and terminal charge of Re. 0-4-0 per ton and a receiving and terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|--------------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Loop Line—(Contd.) | | | | | | | | | | |
| Kotalpukur ... | 4 3 | 4 1 | 3 6 | 3 8 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 4 1 |
| Barharwa ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 3 |
| Bakudih ... | 4 8 | 4 6 | 3 10 | 3 12 | 3 10 | 3 12 | 3 12 | 3 15 | 3 15 | 4 6 |
| Tinpahar ... | 4 10 | 4 8 | 3 12 | 3 15 | 3 12 | 3 15 | 3 15 | 4 1 | 4 1 | 4 8 |
| Rajmehal Branch— | | | | | | | | | | |
| Rajmehal ... | 4 12 | 4 10 | 3 15 | 4 1 | 3 15 | 4 1 | 4 3 | 4 3 | 4 6 | 4 10 |
| Taljhari ... | 4 12 | 4 10 | 3 15 | 4 1 | 3 15 | 4 1 | 4 1 | 4 3 | 4 3 | 4 10 |
| Maharajpur ... | 4 15 | 4 12 | 4 1 | 4 3 | 4 3 | 4 3 | 4 6 | 4 6 | 4 8 | 4 12 |
| Sakrigali Jn. ... | 5 1 | 4 15 | 4 3 | 4 6 | 4 3 | 4 6 | 4 6 | 4 8 | 4 8 | 4 15 |
| Sakrigali Ghat ... | 5 1 | 5 1 | 4 3 | 4 8 | 4 6 | 4 6 | 4 8 | 4 8 | 4 10 | 5 1 |
| Sahibganj ... | 4 15 | 5 1 | 4 6 | 4 8 | 4 6 | 4 8 | 4 8 | 4 8 | 4 10 | 5 1 |
| Mirza Chowki ... | 4 12 | 4 15 | 4 8 | 4 10 | 4 10 | 4 10 | 4 12 | 4 12 | 4 15 | 5 3 |
| Pirpalnti ... | 4 10 | 4 12 | 4 10 | 4 12 | 4 12 | 4 12 | 4 15 | 4 15 | 5 1 | 5 5 |
| Colgong ... | 4 6 | 4 8 | 4 15 | 5 1 | 5 1 | 5 1 | 5 3 | 5 3 | 5 3 | 5 8 |
| Ghogha ... | 4 3 | 4 6 | 5 1 | 5 1 | 5 1 | 5 1 | 5 3 | 5 3 | 5 5 | 5 10 |
| Sabour ... | 4 1 | 4 1 | 4 12 | 4 15 | 4 15 | 4 15 | 5 1 | 5 1 | 5 3 | 5 8 |
| Bhagalpur ... | 3 15 | 4 1 | 4 12 | 4 12 | 4 12 | 4 12 | 4 15 | 4 15 | 5 1 | 5 5 |
| Bhagalpur Mandar Hill Branch— | | | | | | | | | | |
| Hatpuraini ... | 4 1 | 4 3 | 4 15 | 4 15 | 4 15 | 5 1 | 5 1 | 5 1 | 5 3 | 5 8 |
| Tikanee ... | 4 1 | 4 3 | 4 15 | 5 1 | 5 1 | 5 1 | 5 3 | 5 3 | 5 3 | 5 8 |
| Dhownee ... | 4 3 | 4 6 | 5 1 | 5 3 | 5 3 | 5 3 | 5 5 | 5 5 | 5 5 | 5 10 |
| Barahat ... | 4 8 | 4 10 | 5 3 | 5 3 | 5 5 | 5 5 | 5 5 | 5 5 | 5 8 | 5 12 |
| Panjwara Road ... | 4 8 | 4 10 | 5 3 | 5 5 | 5 5 | 5 5 | 5 8 | 5 8 | 5 10 | 5 12 |
| Mandar Hill ... | 4 10 | 4 12 | 5 5 | 5 5 | 5 8 | 5 8 | 5 8 | 5 10 | 5 10 | 5 15 |
| Nathnagar ... | 3 12 | 3 15 | 4 10 | 4 12 | 4 12 | 4 12 | 4 15 | 4 15 | 5 1 | 5 5 |
| Akbarnagar ... | 3 10 | 3 12 | 4 8 | 4 10 | 4 10 | 4 10 | 4 12 | 4 12 | 4 15 | 5 3 |
| Sultangunge ... | 3 8 | 3 10 | 4 6 | 4 6 | 4 8 | 4 8 | 4 10 | 4 10 | 4 12 | 5 1 |
| Bariaipur ... | 3 3 | 3 6 | 4 1 | 4 3 | 4 3 | 4 3 | 4 6 | 4 6 | 4 8 | 4 12 |
| Jamalpur ... | 3 1 | 3 3 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 10 |
| Monghyr Branch— | | | | | | | | | | |
| Purab Sarai* ... | 3 3 | 3 6 | 4 1 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 6 | 4 12 |
| Chandisthan† ... | 3 3 | 3 6 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 6 | 4 8 | 4 12 |
| Monghyr ... | 3 3 | 3 6 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 6 | 4 8 | 4 12 |
| Dharhara ... | 2 15 | 3 1 | 3 12 | 3 12 | 3 12 | 3 15 | 4 1 | 4 1 | 4 1 | 4 8 |
| Abhaipur ... | 2 13 | 2 15 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 3 15 | 4 6 |
| Kajra ... | 2 10 | 2 13 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 3 |
| Galsi ... | 2 10 | 2 6 | 1 10 | 1 15 | 1 13 | 1 13 | 1 15 | 1 15 | 2 1 | 2 8 |
| Para ... | 2 8 | 2 6 | 1 10 | 1 13 | 1 10 | 1 13 | 1 13 | 1 15 | 1 15 | 2 6 |
| Mankar ... | 2 6 | 2 4 | 1 8 | 1 10 | 1 8 | 1 10 | 1 13 | 1 13 | 1 15 | 2 4 |
| Panagar ... | 2 4 | 2 1 | 1 6 | 1 8 | 1 6 | 1 8 | 1 8 | 1 10 | 1 10 | 2 1 |
| Rajbandh ... | 2 1 | 1 15 | 1 4 | 1 6 | 1 6 | 1 6 | 1 8 | 1 8 | 1 10 | 1 15 |
| Durgapur ... | 1 15 | 1 13 | 1 1 | 1 6 | 1 4 | 1 4 | 1 6 | 1 6 | 1 8 | 1 13 |
| Oyaria ... | 1 13 | 1 10 | 0 15 | 1 4 | 1 1 | 1 1 | 1 4 | 1 4 | 1 6 | 1 13 |
| Ondal ... | 1 13 | 1 10 | 0 15 | 1 1 | 0 15 | 0 15 | 1 1 | 1 1 | 1 4 | 1 10 |

* Not open for coal, coke and patent fuel in full wagon loads.

† Open for consignments booked to Messrs. The Tobacco Manufacturers (India) Ltd., only.

N.B. (i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A Surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugna | Mugna West | Kaloobathan | Dhanbad |
|------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Ondal-Sainthia Chord— | | | | | | | | | | |
| Kajoragram † | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Ukhra | 1 15 | 1 13 | 1 1 | 1 4 | 1 1 | 1 4 | 1 4 | 1 6 | 1 6 | 1 13 |
| Pandaveswar | 2 1 | 1 15 | 1 4 | 1 6 | 1 4 | 1 6 | 1 6 | 1 6 | 1 8 | 1 15 |
| Panchra | 2 4 | 2 1 | 1 6 | 1 8 | 1 6 | 1 6 | 1 8 | 1 8 | 1 10 | 2 1 |
| Dubrajpur | 2 4 | 2 1 | 1 6 | 1 8 | 1 8 | 1 8 | 1 10 | 1 10 | 1 13 | 2 1 |
| Chinpal | 2 6 | 2 4 | 1 8 | 1 10 | 1 8 | 1 10 | 1 10 | 1 13 | 1 13 | 2 4 |
| Suri | 2 8 | 2 6 | 1 10 | 1 13 | 1 13 | 1 13 | 1 15 | 1 15 | 2 1 | 2 6 |
| Konri | 2 10 | 2 8 | 1 13 | 1 15 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 8 |
| Ondal Loop— | | | | | | | | | | |
| Toposi | 1 10 | 1 8 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 4 | 1 8 |
| Ikrah | 1 8 | 1 6 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 8 |
| Ikrah Branch— | | | | | | | | | | |
| Jamuria | 1 8 | 1 6 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 6 |
| Barabani | 1 6 | 1 4 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 6 |
| Chinchuria * | 1 6 | 1 4 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 4 |
| Churulia | 1 13 | 1 10 | 0 15 | 1 1 | 0 15 | 1 1 | 1 1 | 1 4 | 1 4 | 1 10 |
| Gaurangdi | 1 15 | 1 13 | 1 1 | 1 4 | 1 1 | 1 4 | 1 6 | 1 6 | 1 8 | 1 13 |
| Raniganj | 1 10 | 1 8 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 8 |
| Raniganj B. P. M. Siding | 1 10 | 1 8 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 4 | 1 8 |
| Raniganj Chat | 1 10 | 1 8 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 4 | 1 8 |
| Kalipahari | 1 8 | 1 4 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 6 |
| Asansol | 1 6 | 1 4 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 4 |
| Borachuck* | 1 6 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 4 |
| Sitarampur | 1 4 | 1 1 | ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 |
| Chord Line— | | | | | | | | | | |
| Salanpur* | 1 4 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 4 |
| Rupnarainpur | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 4 |
| Mihijam | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 6 |
| Jamtara | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 4 | 1 8 |
| Karmatr | 0 15 | ... | 1 1 | 1 1 | 1 4 | 1 4 | 1 6 | 1 6 | 1 8 | 1 13 |
| Madhupur | 0 15 | 0 15 | 1 6 | 1 8 | 1 8 | 1 8 | 1 10 | 1 10 | 1 13 | 2 4 |
| Giridih Branch— | | | | | | | | | | |
| Jagdishpur | 0 15 | 0 15 | 1 10 | 1 10 | 1 10 | 1 13 | 1 13 | 1 15 | 1 15 | 2 6 |
| Maheshmunda | 0 15 | 1 1 | 1 13 | 1 15 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 8 |
| Giridih | 1 1 | 1 4 | 1 15 | 2 1 | 2 1 | 2 1 | 2 4 | 2 4 | 2 6 | 2 13 |
| Jasidih | 1 1 | 1 1 | 1 13 | 1 15 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 10 |
| Baidyanath Dham | 1 1 | 1 4 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 4 | 2 6 | 2 10 |
| Simultala | 1 6 | 1 8 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 | 2 15 |
| Jhajha | 1 10 | 1 13 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 | 2 13 | 2 13 | 3 3 |
| Gidhaur | 1 13 | 1 15 | 2 10 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 6 |
| Jamooee | 2 1 | 2 4 | 2 15 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 10 |

* Not open for coal, coke and patent fuel in full wagon loads.

N.B. A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Traff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

† Open up to 50 maunds per consignment.

| Stations to | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|--------------------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Chord Line.—(Continued) | | | | | | | | | | |
| Mananpur ... | 2 4 | 2 6 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 12 |
| Kiul* ... | 2 8 | 2 10 | 3 3 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 4 1 |
| Luckeesaral ... | 2 8 | 2 10 | 3 6 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 4 1 |
| S. B. Railway— | | | | | | | | | | |
| Sirari ... | 2 10 | 2 13 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 3 |
| Sheikhpura ... | 2 13 | 2 15 | 3 10 | 3 12 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 6 |
| Kashi-Chak ... | 3 1 | 3 3 | 3 15 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 |
| Warisaliganj ... | 3 3 | 3 6 | 4 1 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 6 | 4 3 |
| Baghi-Bardih ... | 3 6 | 3 8 | 4 3 | 4 3 | 4 3 | 4 3 | 4 6 | 4 6 | 4 8 | 4 3 |
| Nawadah ... | 3 8 | 3 10 | 4 6 | 4 6 | 4 6 | 4 8 | 4 8 | 4 8 | 4 6 | 3 15 |
| Tilaiya ... | 3 12 | 3 15 | 4 8 | 4 10 | 4 6 | 4 6 | 4 3 | 4 3 | 4 1 | 3 12 |
| Jamuawan ... | 3 15 | 4 1 | 4 6 | 4 8 | 4 3 | 4 3 | 4 1 | 4 1 | 3 15 | 3 8 |
| Wazirganj ... | 3 15 | 4 1 | 4 3 | 4 6 | 4 1 | 4 1 | 3 15 | 3 15 | 3 12 | 3 8 |
| Palmar* ... | 4 3 | 4 6 | 4 1 | 4 3 | 3 15 | 3 15 | 3 12 | 3 12 | 3 10 | 3 6 |
| Mankatha ... | 2 8 | 2 10 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 1 |
| Burhee ... | 2 10 | 2 13 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 3 |
| Dumra ... | 2 13 | 2 15 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 3 15 | 3 6 |
| Tal* ... | 2 15 | 2 15 | 3 10 | 3 12 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 8 |
| Mokameh ... | 2 15 | 3 1 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 8 |
| Mokameh Ghat Br.— | | | | | | | | | | |
| Mokameh Ghat † ... | 2 15 | 3 1 | 3 12 | 3 12 | 3 12 | 3 15 | 3 15 | 3 15 | 4 1 | 4 8 |
| More* ... | 3 1 | 3 3 | 3 15 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 3 | 4 10 |
| Pandaraks ... | 3 3 | 3 6 | 4 1 | 4 1 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 12 |
| Barh ... | 3 6 | 3 8 | 4 3 | 4 3 | 4 3 | 4 6 | 4 6 | 4 6 | 4 8 | 4 15 |
| Athmalgola ... | 3 8 | 3 10 | 4 6 | 4 6 | 4 6 | 4 6 | 4 8 | 4 8 | 4 10 | 5 1 |
| Bukhtiarpur ... | 3 10 | 3 10 | 4 8 | 4 8 | 4 8 | 4 8 | 4 10 | 4 10 | 4 12 | 5 3 |
| Via Bukhtiarpur (a) (for B. B. L. Ry.) ... | 3 8 | 3 8 | 4 6 | 4 6 | 4 6 | 4 6 | 4 8 | 4 8 | 4 10 | 5 1 |
| Karowta* ... | 3 10 | 3 12 | 4 8 | 4 10 | 4 10 | 4 10 | 4 12 | 4 12 | 4 15 | 5 3 |
| Khusrupur ... | 3 12 | 3 15 | 4 10 | 4 10 | 4 12 | 4 12 | 4 15 | 4 15 | 5 1 | 5 1 |
| Futwah ... | 3 15 | 4 1 | 4 12 | 4 12 | 4 12 | 4 15 | 5 1 | 5 1 | 5 1 | 4 15 |
| Via Futwah (a) ... | 3-15-3 | 4-1-3 | 4-12-3 | 4-12-3 | 4-12-3 | 4-15-3 | 5-1-3 | 5-1-3 | 5-1-3 | 4-15-3 |
| Banka Ghat ... | 4 1 | 4 3 | 4 15 | 4 15 | 4 15 | 4 15 | 5 1 | 5 1 | 5 3 | 4 15 |
| Patna City and Ghat ... | 4 1 | 4 3 | 4 15 | 5 1 | 5 1 | 5 1 | 5 3 | 5 3 | 5 1 | 4 12 |
| Gulzarbagh* ... | 4 3 | 4 3 | 4 15 | 5 1 | 5 1 | 5 1 | 5 3 | 5 3 | 5 1 | 4 12 |
| Patna Jn. ... | 4 3 | 4 6 | 5 1 | 5 1 | 5 3 | 5 3 | 5 1 | 5 1 | 4 15 | 4 10 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

† Public Coal, Coke and patent fuel cannot be booked to Mokameh Ghat locally.

‡ Coal consignments may only be booked under "Paid" or "Weight only" invoices.

N.B. (i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| Stations to | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugna | Mugma West | Kaloobathan | Dhanbad |
|----------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Chord Line—(Continued.) | | | | | | | | | | |
| Patna-Gaya Branch— | | | | | | | | | | |
| Poonpoo ... | 4 8 | 4 10 | 5 3 | 5 1 | 5 1 | 5 1 | 4 15 | 4 15 | 4 12 | 4 8 |
| Taregna ... | 4 10 | 4 12 | 4 15 | 5 1 | 4 12 | 4 12 | 4 10 | 4 12 | 4 8 | 4 3 |
| Nadaul ... | 4 12 | 4 15 | 4 12 | 5 1 | 4 12 | 4 10 | 4 10 | 4 10 | 4 8 | 4 1 |
| Jehanabad ... | 4 15 | 5 1 | 4 10 | 4 15 | 4 10 | 4 10 | 4 8 | 4 8 | 4 6 | 3 15 |
| Irki * ... | 4 15 | 5 1 | 4 10 | 4 12 | 4 10 | 4 8 | 4 8 | 4 8 | 4 6 | 3 15 |
| Tehta ... | 4 12 | 4 15 | 4 8 | 4 10 | 4 8 | 4 6 | 4 6 | 4 6 | 4 3 | 3 12 |
| Makhdumpur Gya ... | 4 12 | 4 15 | 4 8 | 4 10 | 4 6 | 4 6 | 4 3 | 4 3 | 4 1 | 3 12 |
| Bela ... | 4 10 | 4 12 | 4 6 | 4 8 | 4 3 | 4 3 | 4 1 | 4 1 | 3 15 | 3 8 |
| Chakand ... | 4 8 | 4 10 | 4 3 | 4 6 | 4 1 | 4 1 | 3 15 | 3 15 | 3 12 | 3 6 |
| Guzdar Siding ... | Same | rates | as to | Digha | Ghat. | | | | | |
| Digha Ghat Branch— | | | | | | | | | | |
| Digha Ghat ... | 4 6 | 4 8 | 5 3 | 5 3 | 5 3 | 5 3 | 5 3 | 5 3 | 5 1 | 4 12 |
| Phulwari Shariff ... | 4 6 | 4 8 | 5 3 | 5 3 | 5 3 | 5 3 | 5 3 | 5 3 | 5 1 | 4 12 |
| Dinapore ... | 4 6 | 4 8 | 5 3 | 5 3 | 5 3 | 5 5 | 5 3 | 5 3 | 5 1 | 4 12 |
| Neora * ... | 4 8 | 4 10 | 5 3 | 5 5 | 5 5 | 5 5 | 5 5 | 5 5 | 5 3 | 4 15 |
| Sadisopur ... | 4 10 | 4 12 | 5 5 | 5 5 | 5 5 | 5 8 | 5 5 | 5 5 | 5 3 | 4 15 |
| Bihta ... | 4 10 | 4 12 | 5 5 | 5 8 | 5 8 | 5 8 | 5 5 | 5 8 | 5 5 | 5 1 |
| Koilwar * ... | 4 12 | 4 15 | 5 8 | 5 8 | 5 8 | 5 10 | 5 8 | 5 8 | 5 5 | 5 1 |
| Kulhuria † ... | 4 12 | 4 15 | 5 8 | 5 10 | 5 10 | 5 10 | 5 10 | 5 10 | 5 8 | 5 3 |
| Arrah † ... | 4 15 | 5 1 | 5 10 | 5 10 | 5 10 | 5 12 | 5 10 | 5 10 | 5 10 | 5 3 |
| Via Arrah (a) (for A. S. L. Ry.) | 4-15-3 | 5-1-3 | 5-10-3 | 5-10-3 | 5-10-3 | 5-12-3 | 5-10-3 | 5-10-3 | 5-10-3 | 5-3-3 |
| Karisath * ... | 5 1 | 5 3 | 5 12 | 5 12 | 5 12 | 5 15 | 5 12 | 5 12 | 5 10 | 5 5 |
| Behea ... | 5 3 | 5 5 | 5 15 | 5 15 | 5 15 | 6 1 | 5 15 | 5 15 | 5 12 | 5 8 |
| Banahi * ... | 5 5 | 5 5 | 5 15 | 6 1 | 6 1 | 6 1 | 6 1 | 6 1 | 5 15 | 5 10 |
| Raghunathpur ... | 5 5 | 5 8 | 6 1 | 6 1 | 6 1 | 6 3 | 6 1 | 6 1 | 5 15 | 5 10 |
| Twining Ganj ... | 5 8 | 5 10 | 6 3 | 6 3 | 6 3 | 6 3 | 6 3 | 6 3 | 6 1 | 5 12 |
| Dumraon ... | 5 10 | 5 10 | 6 3 | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 3 | 5 15 |
| Baruna * ... | 5 10 | 5 12 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 5 15 |
| Buxar ... | 5 12 | 5 15 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 1 |
| Chausa ... | 5 15 | 6 1 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 |
| Gahmar ... | 6 1 | 6 1 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhadora * ... | 6 1 | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dildarnagar ... | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Tari Ghat Branch— | | | | | | | | | | |
| Nagsar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Tari Ghat ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Zamania ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dheena ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sakaidiha ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 |
| Kuchman * ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 1 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

† Coal consignments may only be booked under "Paid" or "Weight only" invoices.

N.B. (i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end-terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 are included in these rates.

| Stations to | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|-------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Grand Chord— | | | | | | | | | | |
| Kulti ... | 1 6 | 1 4 | 0 15 | 0 15 | ... | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 |
| Barakar ... | 1 6 | 1 4 | 0 15 | 0 15 | 0 15 | ... | 0 15 | 0 15 | 0 15 | 0 15 |
| Mugma ... | 1 8 | 1 6 | 0 15 | 0 15 | 0 15 | 0 15 | ... | 0 15 | 0 15 | 0 15 |
| Kaloobathan... | 1 10 | 1 8 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | ... | 0 15 |
| Chhota Ambona | 1 13 | 1 10 | 0 15 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Pradhankhanta | 1 13 | 1 10 | 0 15 | 1 1 | 1 1 | 1 15 | 0 15 | 0 15 | 0 15 | 0 15 |
| Dhanbad ... | 1 15 | 1 13 | 1 1 | 1 4 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | ... |
| Jherriah Branch— | | | | | | | | | | |
| Kusunda ... | 2 1 | 1 15 | 1 4 | 1 6 | 1 1 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 |
| Bansjora * | 2 1 | 1 15 | 1 4 | 1 6 | 1 1 | 1 1 | 0 15 | 1 1 | 0 15 | 0 15 |
| Jherriah ... | 2 1 | 1 15 | 1 4 | 1 6 | 1 1 | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 |
| Patharidihi | 2 4 | 2 1 | 1 6 | 1 8 | 1 4 | 1 4 | 1 1 | 1 1 | 0 15 | 0 15 |
| Sijua ... | 2 1 | 1 15 | 1 4 | 1 6 | 1 4 | 1 1 | 1 1 | 1 1 | 0 15 | 0 15 |
| Katrasgarh | 2 4 | 2 1 | 1 6 | 1 8 | 1 4 | 1 4 | 1 1 | 1 1 | 0 15 | 0 15 |
| Tetulmari ... | 2 1 | 1 15 | 1 4 | 1 6 | 1 4 | 1 1 | 0 15 | 1 1 | 0 15 | 0 15 |
| Matari* | 2 4 | 2 1 | 1 6 | 1 8 | 1 6 | 1 4 | 1 4 | 1 4 | 1 1 | 0 15 |
| Gomoh ... | 2 6 | 2 4 | 1 8 | 1 10 | 1 8 | 1 6 | 1 6 | 1 6 | 1 4 | 0 15 |
| Telo ... | 2 8 | 2 6 | 1 10 | 1 13 | 1 10 | 1 8 | 1 8 | 1 8 | 1 6 | 0 15 |
| Chandrapur Jn. | 2 10 | 2 8 | 1 13 | 1 15 | 1 10 | 1 10 | 1 8 | 1 8 | 1 6 | 1 1 |
| Phusro ... | 2 13 | 2 10 | 1 15 | 2 1 | 1 15 | 1 13 | 1 10 | 1 13 | 1 10 | 1 4 |
| Bermo ... | 2 15 | 2 13 | 2 1 | 2 4 | 1 15 | 1 15 | 1 13 | 1 13 | 1 10 | 1 6 |
| Gomia ... | 3 1 | 2 15 | 2 4 | 2 8 | 2 4 | 2 1 | 2 1 | 2 1 | 1 15 | 1 8 |
| Chainpur ... | 3 8 | 3 6 | 2 10 | 2 15 | 2 10 | 2 10 | 2 8 | 2 8 | 2 6 | 1 15 |
| Danea ... | 3 6 | 3 3 | 2 8 | 2 10 | 2 8 | 2 6 | 2 4 | 2 6 | 2 4 | 1 13 |
| Ranchi Road | 3 12 | 3 10 | 2 15 | 3 1 | 2 13 | 2 13 | 2 10 | 2 10 | 2 8 | 2 4 |
| Barkakana ... | 3 15 | 3 12 | 3 1 | 3 3 | 2 15 | 2 15 | 2 13 | 2 13 | 2 10 | 2 6 |
| Bhurkunda ... | 4 1 | 3 15 | 3 3 | 3 6 | 3 1 | 3 1 | 2 15 | 2 15 | 2 13 | 2 8 |
| Patratu ... | 4 3 | 4 1 | 3 6 | 3 8 | 3 3 | 3 3 | 3 1 | 3 1 | 2 15 | 2 10 |
| Hendegir ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 8 | 3 6 | 3 6 | 3 6 | 3 3 | 2 13 |
| Ray ... | 4 10 | 4 8 | 3 12 | 3 15 | 3 10 | 3 10 | 3 8 | 3 8 | 3 6 | 2 15 |
| McCluskieganj | 4 12 | 4 10 | 3 15 | 4 1 | 3 12 | 3 12 | 3 10 | 3 10 | 3 8 | 3 3 |
| Mahua Milan | 5 1 | 4 15 | 4 3 | 4 6 | 4 1 | 4 1 | 3 15 | 3 15 | 3 12 | 3 6 |
| Tori ... | 5 1 | 4 15 | 4 3 | 4 6 | 4 3 | 4 1 | 4 1 | 4 1 | 3 15 | 3 8 |
| Richuguta ... | 5 5 | 5 3 | 4 8 | 4 10 | 4 8 | 4 6 | 4 3 | 4 6 | 4 1 | 3 12 |
| Latehar ... | 5 8 | 5 5 | 4 12 | 4 15 | 4 10 | 4 10 | 4 8 | 4 8 | 4 6 | 3 15 |
| Kumandih ... | 5 10 | 5 8 | 4 15 | 5 1 | 4 12 | 4 12 | 4 10 | 4 10 | 4 8 | 4 3 |
| Chhipadohar | 5 12 | 5 10 | 5 3 | 5 5 | 5 1 | 5 1 | 4 15 | 4 15 | 4 12 | 4 8 |
| Barwadih ... | 5 15 | 5 12 | 5 3 | 5 5 | 5 3 | 5 3 | 5 1 | 5 1 | 4 15 | 4 10 |
| Kechki ... | 6 1 | 5 15 | 5 5 | 5 8 | 5 5 | 5 5 | 5 3 | 5 3 | 5 1 | 4 12 |
| Nimia Ghat ... | 2 8 | 2 6 | 1 10 | 1 13 | 1 10 | 1 8 | 1 8 | 1 8 | 1 6 | 0 15 |
| Parasnath ... | 2 10 | 2 8 | 1 13 | 1 15 | 1 13 | 1 10 | 1 8 | 1 10 | 1 6 | 1 1 |
| Chowdharibandh | 2 13 | 2 10 | 1 15 | 2 1 | 1 13 | 1 13 | 1 10 | 1 13 | 1 8 | 1 4 |
| Chichaki ... | 2 15 | 2 13 | 2 1 | 2 4 | 1 15 | 1 15 | 1 13 | 1 13 | 1 10 | 1 6 |
| Hazaribagh Road | 3 1 | 2 15 | 2 4 | 2 6 | 2 1 | 2 1 | 1 15 | 1 15 | 1 13 | 1 8 |
| Chobe ... | 3 3 | 3 1 | 2 6 | 2 8 | 2 4 | 2 4 | 2 1 | 2 1 | 1 15 | 1 10 |
| Parasabad ... | 3 6 | 3 3 | 2 8 | 2 10 | 2 8 | 2 6 | 2 6 | 2 6 | 2 4 | 1 13 |
| Sarmatand ... | 3 8 | 3 6 | 2 10 | 2 13 | 2 10 | 2 8 | 2 6 | 2 8 | 2 6 | 1 15 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2 0 per ton are included in these rates.

| STATIONS TO | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|------------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Grand Chord—(Continued) | | | | | | | | | | |
| Hirodih ... | 3 10 | 3 8 | 2 13 | 2 15 | 2 10 | 2 10 | 2 8 | 2 8 | 2 6 | 2 1 |
| Kodarma ... | 3 12 | 3 10 | 2 15 | 3 1 | 2 13 | 2 13 | 2 10 | 2 10 | 2 8 | 2 4 |
| Gujhandi ... | 3 15 | 3 12 | 3 1 | 3 3 | 2 15 | 2 15 | 2 13 | 2 13 | 2 10 | 2 6 |
| Dilwa * ... | 4 1 | 3 12 | 3 1 | 3 6 | 3 1 | 3 1 | 2 15 | 2 15 | 2 13 | 2 6 |
| Gurpa ... | 4 3 | 4 1 | 3 6 | 3 8 | 3 3 | 3 3 | 3 1 | 3 3 | 2 15 | 2 10 |
| Paharpur ... | 4 6 | 4 3 | 3 8 | 3 10 | 3 8 | 3 6 | 3 6 | 3 6 | 3 3 | 2 13 |
| Tankuppa ... | 4 8 | 4 8 | 3 10 | 3 15 | 3 10 | 3 10 | 3 8 | 3 8 | 3 6 | 2 15 |
| Bandhua ... | 4 6 | 4 8 | 3 12 | 4 1 | 3 12 | 3 10 | 3 10 | 3 10 | 3 8 | 3 1 |
| Manpur ... | 4 3 | 4 6 | 3 15 | 4 1 | 3 15 | 3 12 | 3 10 | 3 12 | 3 8 | 3 3 |
| Gaya ... | 4 6 | 4 8 | 4 1 | 4 3 | 3 15 | 3 15 | 3 12 | 3 12 | 3 10 | 3 3 |
| Kastha † ... | 4 8 | 4 10 | 4 1 | 4 6 | 4 1 | 4 1 | 3 15 | 3 15 | 3 12 | 3 6 |
| Paraiya ... | 4 8 | 4 10 | 4 3 | 3 6 | 4 3 | 4 1 | 4 1 | 4 1 | 3 15 | 3 8 |
| Guraru ... | 4 10 | 4 12 | 4 6 | 4 8 | 4 3 | 4 3 | 4 1 | 4 1 | 3 15 | 3 10 |
| Ismailpore ... | 4 12 | 4 15 | 4 8 | 4 10 | 4 6 | 4 6 | 4 3 | 4 3 | 4 1 | 3 10 |
| Rafiganj ... | 4 15 | 5 1 | 4 8 | 4 12 | 4 8 | 4 8 | 4 6 | 4 6 | 4 3 | 3 12 |
| Jakhim ... | 5 1 | 5 3 | 4 12 | 4 15 | 4 10 | 4 10 | 4 8 | 4 8 | 4 6 | 3 15 |
| Phesa ... | 5 3 | 5 3 | 4 15 | 5 1 | 4 12 | 4 12 | 4 10 | 4 10 | 4 8 | 4 3 |
| Palmerganj ... | 5 3 | 5 5 | 5 1 | 5 3 | 4 15 | 4 15 | 4 12 | 4 12 | 4 10 | 4 6 |
| Sone East Bank ... | 5 5 | 5 8 | 5 3 | 5 5 | 5 1 | 5 1 | 4 15 | 4 15 | 4 12 | 4 8 |
| B. D. Extension— | | | | | | | | | | |
| Ankorha ... | 5 10 | 5 10 | 5 5 | 5 8 | 5 3 | 5 3 | 5 3 | 5 3 | 5 1 | 4 10 |
| Nabiragar Road ... | 5 12 | 5 12 | 5 8 | 5 10 | 5 8 | 5 5 | 5 5 | 5 5 | 5 3 | 4 15 |
| Japla ... | 5 15 | 6 1 | 5 10 | 5 12 | 5 10 | 5 10 | 5 8 | 5 8 | 5 5 | 5 1 |
| Haidarnagar ... | 6 1 | 6 1 | 5 12 | 5 15 | 5 10 | 5 10 | 5 10 | 5 10 | 5 8 | 5 3 |
| Mohammadganj ... | 6 3 | 6 3 | 5 15 | 6 1 | 5 12 | 5 12 | 5 12 | 5 12 | 5 10 | 5 5 |
| Unitari Road ... | 6 5 | 6 5 | 6 1 | 6 3 | 5 15 | 5 15 | 5 12 | 5 15 | 5 12 | 5 8 |
| Gerhwa Road ... | 6 5 | 6 5 | 5 15 | 6 1 | 5 15 | 5 15 | 5 12 | 5 12 | 5 10 | 5 5 |
| Rajhara ... | 6 5 | 6 5 | 5 12 | 5 15 | 5 12 | 5 10 | 5 10 | 5 10 | 5 8 | 5 3 |
| Daltonganj ... | 6 3 | 6 1 | 5 10 | 5 12 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 | 4 15 |
| Dehri-on-Sone ... | 5 8 | 5 10 | 5 3 | 5 5 | 5 3 | 5 1 | 5 1 | 5 1 | 4 15 | 4 8 |
| Via Dehri-on-Sone (a) ... | 5 6 | 5 8 | 5 1 | 5 3 | 5 1 | 4 15 | 4 15 | 4 15 | 4 13 | 4 6 |
| Karwandia ... | 5 10 | 5 10 | 5 5 | 5 8 | 5 3 | 5 3 | 5 3 | 5 3 | 5 1 | 4 10 |
| Sasaram ... | 5 10 | 5 12 | 5 5 | 5 8 | 5 5 | 5 5 | 5 3 | 5 3 | 5 1 | 4 12 |
| Via Sasaram (a) (for A.-S. L. Ry.) | 5-10-3 | 5-12-3 | 5-5-3 | 5-8-3 | 5-5-3 | 5-5-3 | 5-3-3 | 5-3-3 | 5-1-3 | 4-12-3 |
| Kumhau ... | 5 12 | 5 15 | 5 8 | 5 10 | 5 8 | 5 5 | 5 5 | 5 5 | 5 3 | 4 15 |
| Shiu Sagar Road ... | 5 12 | 5 15 | 5 10 | 5 12 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 | 4 15 |
| Kudra ... | 5 15 | 6 1 | 5 12 | 5 12 | 5 10 | 5 10 | 5 8 | 5 8 | 5 5 | 5 3 |
| Pusauli ... | 6 1 | 6 3 | 5 12 | 5 15 | 5 12 | 5 12 | 5 10 | 5 10 | 5 8 | 5 3 |
| Muchani * ... | 6 3 | 6 3 | 5 15 | 6 1 | 5 12 | 5 12 | 5 12 | 5 12 | 5 10 | 5 5 |
| Bhabua Road ... | 6 3 | 6 5 | 5 15 | 6 1 | 5 15 | 5 15 | 5 12 | 5 12 | 5 10 | 5 5 |
| Durgauti ... | 6 5 | 6 5 | 6 1 | 6 3 | 6 1 | 5 15 | 5 15 | 5 15 | 5 12 | 5 8 |
| Karmnasa ... | 6 5 | 6 5 | 6 3 | 6 5 | 6 3 | 6 1 | 6 1 | 6 1 | 5 15 | 5 10 |
| Saiyadraja ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 1 | 6 3 | 6 1 | 5 12 |
| Chandauli Majhwar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 1 | 5 12 |
| Ganj Khwaja * ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 5 15 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Note open for coal, coke and patent fuel in full wagon loads.

† Open for coal for the Engineering Department only.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

• Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|-------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Moghal Sarai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 1 |
| Jeonathpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 1 |
| Ahraura Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 |
| Kylahat ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 |
| Chunar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dagmagpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Pahara ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jhingura ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mirzapur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bindhachal ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Birohe ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Gaipura ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jigna ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mandah Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Unchdih * ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Meja Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bheerpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Karchana ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Naini ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Allahabad ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Allahabad Fort Branch— | | | | | | | | | | |
| Allahabad Fort (a) ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bamhrauli ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Manauri ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Manoharganj ... | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bharwari ... | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Shujaatpur ... | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sirathu ... | 6 8 | 6 10 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kunwar ... | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 |
| Khaga ... | 6 10 | 6 10 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 |
| Sath Naraini ... | 6 10 | 6 12 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 |
| Rasulabad ... | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 5 |
| Faiz-ullah-pur ... | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 |
| Fatehpur ... | 6 12 | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 |
| Kurasti Kalan ... | 6 12 | 6 14 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 |
| Malwa ... | 6 14 | 6 14 | 6 12 | 6 14 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 8 |
| Kanspur Gugauli.* ... | 6 14 | 6 14 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 |
| Bindki Road ... | 6 14 | 6 14 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 |
| Karbigwan ... | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 10 |
| Sarsaul ... | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 |
| Chakeri ... | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |

* Not open for coal, coke and patent fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) The surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

(a) Closed.

Note.—A forwarding and terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Jainti Siding | Karnatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|-----------------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Cawnpore Central Goods Shed Jn. | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Cawnpore Mill Siding (A) ... | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Cawnpore Mill Siding (B) ... | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Loco. Foreman's Siding (Anwargan)† | 7 1 | 7 1 | 6 15 | 6 15 | 6 15 | 6 15 | 6 12 | 6 12 | 6 12 | 6 10 |
| Panki ... | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 |
| Bhaupur ... | 7 3 | 7 3 | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 |
| Maitha * ... | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 |
| Rura ... | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 |
| Ambyapur ... | 7 5 | 7 5 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 |
| Jhijhak ... | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 |
| Kanchausi ... | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 1 |
| Phaphund ... | 7 7 | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 |
| Pata * ... | 7 7 | 7 10 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 |
| Achalda ... | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 |
| Samhon ... | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 |
| Bharthna ... | 7 10 | 7 10 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 2 |
| Ekdil ... | 7 10 | 7 12 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 |
| Etawah ... | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 |
| Sarai Bhopat * ... | 7 12 | 7 12 | 7 10 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 |
| Jaswantnagar ... | 7 12 | 7 14 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 |
| Balrai * ... | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 7 |
| Bhadan ... | 7 14 | 7 14 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 |
| Kaurara ... | 7 14 | 7 14 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 |
| Shikohabad ... | 7 14 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 10 |
| Shikohabad-Farukhabad Extension— | | | | | | | | | | |
| Araon * ... | 8 1 | 8 1 | 7 14 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 |
| Kosma ... | 8 1 | 8 3 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 |
| Tindauli * ... | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 12 |
| Mainpuri ... | 8 3 | 8 3 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Mainpuri Kachari * ... | 8 3 | 8 3 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Bhongaon ... | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Mota * ... | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 3 | 8 1 | 7 14 |
| Nibkarori ... | 8 5 | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 0 |
| Ugarpur * ... | 8 5 | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 0 |
| Farukhabad (o) ... | 8-2-6 | 8-2-6 | 8-0-6 | 8-0-6 | 8-0-6 | 8-0-6 | 8-0-6 | 8-0-6 | 7-13-6 | 7-11-6 |
| *Makhanpur ... | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 |
| Firozabad ... | 8 1 | 9 1 | 7 14 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 |
| Harangau ... | 8 1 | 8 3 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 |
| Tundla ... | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 12 |

*Not open for coal, coke & patent fuel in full wagon loads. †Open for B.B.&C.I.Ry. Loco. coal only.

(a) The rates for Coal, Coke and Patent Fuel for the use of B. B. & C.I. Railway are Re. 0-4-0 per ton less than these rates. These rates are not subject to the levy of the E. I. Ry. receiving end terminal charge of Re. 0-2-0 per ton.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) The surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Jainti Siding | Karmatar | Sitarampur | Shamdihi | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|------------------------------|---------------|----------|------------|----------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Agra Branch— | | | | | | | | | | |
| Etmadpur ... | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 12 |
| Kuberpur ... | 8 3 | 8 3 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 |
| Jumna Bridge | 8 3 | 8 5 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Belanganj ... | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Agra Cantonment | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 7 14 |
| Idgah (Agra) § | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 15 | 7 15 | 7 15 | 7 12 |
| Barhan ... | 8 3 | 8 3 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Chamrola * | 8 3 | 8 5 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Jalesar Road ... | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 7 14 |
| Pora * ... | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 |
| Hathras ... | 8 5 | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 |
| Hathras Kilah | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 |
| Sasni ... | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 |
| Madrak ... | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 |
| Daudkhan * ... | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 |
| Allgarh ... | 8 7 | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Mehrawal ... | 8 7 | 8 10 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Kulwa * ... | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Somna ... | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 3 |
| Damar * ... | 8 10 | 8 10 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 |
| Khurja Junc. ... | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 |
| Khurja-Hapur Section— | | | | | | | | | | |
| Khurja City ... | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 |
| Maman * ... | 8 12 | 8 12 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 |
| Bulandshahr | 8 12 | 8 12 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 |
| Baral * ... | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 |
| Gulaothi ... | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 7 |
| Hafizpur * ... | 8 14 | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Hapur ... | 8 14 | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Sikandarpur ... | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 |
| Chola ... | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 |
| Walr * ... | 8 12 | 8 12 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 |
| Dankaur ... | 8 12 | 8 14 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 |
| Ajaibpur ... | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 |
| Dadri ... | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 |
| Maripat * ... | 8 14 | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Ghaziabad ... | 8 14 | 9 0 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Delhi † ... | 9 0 | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 |

* Not open for coal, coke and patent fuel in full wagon loads.

§ Open for B. B. & C. I. Ry. Loco. coal only.

† Coal, coke and patent fuel for the Public cannot be booked to Delhi station itself.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|-------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Kashl | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 1 |
| Benares Cant. | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 |
| Lohta | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 |
| Chaukhandi | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kapsethi | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Parsipur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhadohi | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mondh | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Suriawan | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sarai Kansrai | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Janghai | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Nibhapur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Badshahpur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Suwansa | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Gaura | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dandupur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Partabgarh (Oudh) | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Prayag | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Phaphamau | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Siwait | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mau Aima | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bishnathganj | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhupia Mau † | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kohndaur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Piparpur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sultanpur | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dwarkaganj | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kurebhar | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Khajurhat | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Malethu Kanak † | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bharatkund | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Tharwai | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Serai Chandi | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Phulpur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bibipur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Barya Ram * | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jarauna | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Barsathi* | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhanaur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mariahu | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Salkhapur ‡ | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |

† Open for coal traffic up to 50 maunds per consignment.

* Not open for coal, coke and patent fuel in wagon loads.

‡ Open for goods up to 81 maunds per day.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except soft coke) as notified in paragraph 10, page 28 of this tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|-----------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Chilbila ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jagesharganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Antu ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Amethi ... | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Gauriganj ... | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bani ... | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jals ... | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Fursatganj ... | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 |
| Rupamau ... | 6 10 | 6 10 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 |
| Rae-Bareli ... | 6 10 | 6 12 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 |
| Gangaganj ... | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 5 |
| Harchandpur ... | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 5 |
| Kundanganj ... | 6 12 | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 |
| Bachhrawan ... | 6 12 | 6 14 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 |
| Nigohan ... | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 8 |
| Mohanlalganj ... | 6 14 | 6 14 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 |
| Utraitia ... | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 |
| Lucknow ... | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 14 | 6 12 | 6 10 |
| Jaunpur Kutcherri ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Baksha ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sri Krishna Nagar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Harpalganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Keoripur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Lambhua ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Manyari ... | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Musafirkhana ... | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Nihalgarh ... | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 |
| Inhauna ... | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 |
| Haidergarh ... | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 10 | 6 5 |
| Bhilwal ... | 6 12 | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 |
| Rahmatnagar ... | 6 12 | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 |
| Anupganj ... | 6 12 | 6 14 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 |
| Shiupur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 |
| Babatpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Khalispur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jalalganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sarkoni ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Zafarabad ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jaunpur and via ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mihrawan ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kheta Sarai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Shahganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Jainti Siding | Karmatar | Sitampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|--------------------|---------------|----------|----------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Bilwai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mallipur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jafarganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Akbarpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Surapur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Tanda ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Katahri ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Goshalganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Uina Bharl ... | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bihhar Ghat ... | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Darshannagar ... | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Ajodhya ... | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Fyzabad City ... | 6 8 | 6 10 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Fyzabad ... | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Salarpur ... | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 |
| Sohwal ... | 6 10 | 6 10 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 |
| Deorakoṭ * ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Baragaon ... | 6 10 | 6 12 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 |
| Rudauli * ... | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 5 |
| Rauzagaon † ... | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 5 |
| Patranga ... | 6 12 | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 |
| Daryabad ... | 6 12 | 6 14 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 |
| Saidkhanpur ... | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 8 |
| Safdarganj ... | 6 14 | 6 14 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 |
| Rasauli ... | 6 14 | 7 1 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 |
| Bara Banki ... | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 10 |
| Jahangirabad ...* | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 10 |
| Bindaura ... | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Burhwal ... | 7 1 | 7 3 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Mahadewa ... | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 12 |
| Bahramghat ... | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 12 |
| Jugaur ... | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 |
| Malhaur ... | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Saral Gopal * ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Atrampur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Ramchaura Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Lalgopalganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhadri ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Harnamganj ... | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Gotni ... | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Pariawan ... | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |

* Not open for coal, coke and patent fuel in wagon loads.

† Open for goods up to 81 maunds per day.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|--------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Unchahar ... | 6 8 | 6 10 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Lachhmanpur ... | 6 10 | 6 10 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 |
| Daryapur ... | 6 10 | 6 12 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 |
| Ishwardaspur ... | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jalalpur Dhal ... | 6 10 | 6 10 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 |
| Dalmau ... | 6 10 | 6 12 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 |
| Ubarani ... | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 5 |
| Lalganj ... | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 5 |
| Raghuraj Singh | 6 12 | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 |
| Baiswara ... | 6 12 | 6 14 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 |
| Takia ... | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 8 |
| Bighapur ... | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 |
| Tikauli Rawatpur § | 6 14 | 6 14 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 |
| Achalganj ... | 6 14 | 7 1 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 |
| Amausi ... | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Harauni ... | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Jaltipur ... | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 12 |
| Ajgain ... | 7 1 | 7 3 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 |
| Sonik ... | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Unao ... | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 |
| Unao Mills * | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 |
| Magarwara ... | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Juhi ... | 7 1 | 7 3 | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 12 |
| Makhi ... | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Safipur ... | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 12 |
| Ugu ... | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 |
| Bangarmau ... | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7* 1 | 7 1 | 6 14 |
| Ganj Muradabad | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 |
| Mallanwan ... | 7 5 | 7 5 | 7 3 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 |
| Alamnagar ... | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 |
| Kakori ... | 7 1 | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Malihabad ... | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 |
| Dilawarnagar ... | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 12 |
| Rahimabad ... | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 |
| Sandila ... | 7 3 | 7 3 | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 |
| Umartali §. | 7 3 | 7 5 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 |
| Dalelnagar ... | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 6 14 |
| Salamau | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 |
| Arseni ... | 7 5 | 7 5 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 |
| Beniganj ... | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 |
| Nimsar ... | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 |

* Open for consignments in full wagon loads for Unao Sugar Works only.

§ Not open for coal in wagon loads.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Misrikh Tirath | ... 7 7 | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 |
| Ramkot | ... 7 7 | 7 10 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 |
| Sitapur City | ... 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 7 | 7 5 | 7 3 |
| Atwa | ... 7 5 | 7 7 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 |
| Madhoganj | ... 7 5 | 7 7 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 |
| Bilgram | ... 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 |
| Auhadpur | ... 7 7 | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 |
| Baghauli | ... 7 5 | 7 5 | 7 3 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 |
| Masit | ... 7 5 | 7 7 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 |
| Karna | ... 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 1 |
| Hardoi | ... 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 |
| Kaurha | ... 7 7 | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 |
| Behta Gokul | ... 7 7 | 7 10 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 |
| Todarpur | ... 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 3 |
| Anjhi | ... 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 |
| Aigawan | ... 7 10 | 7 10 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 |
| Kahilla | ... 7 10 | 7 12 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 |
| Rosa | ... 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 5 |
| Unchaulla | ... 7 12 | 7 12 | 7 10 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 |
| Jung Bahadurganj | ... 7 12 | 7 14 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 |
| Jahanikhera | ... 7 12 | 7 12 | 7 10 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 |
| Maigalganj | ... 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 |
| Neri | ... 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 5 |
| Maholi | ... 7 10 | 7 12 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 |
| Hempur | ... 7 10 | 7 10 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 |
| Shahjahanpur | ... 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 |
| Banthra | ... 7 12 | 7 12 | 7 10 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 |
| Tilhar | ... 7 12 | 7 14 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 |
| Miranpur Katra | ... 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 12 | 7 10 | 7 7 |
| Bilpur | ... 7 14 | 7 14 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 |
| Tisua | ... 7 14 | 7 14 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 |
| Pitambarpur | ... 7 14 | 8 1 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 |
| Rasulya | ... 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 14 | 7 12 | 7 10 |
| Bareilly | ... 8 1 | 8 1 | 7 14 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 |
| Basharatganj | ... 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 |
| Aonla | ... 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 |
| Karengi | ... 8 3 | 8 3 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Dabtara | ... 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Asafpur | ... 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 3 | 8 1 | 7 14 |
| Chandausi | ... 8 5 | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 |
| Bahjol | ... 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 |

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| STATIONS TO | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulci | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|-------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Dhanari ... | 8 7 | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| 3abrala ... | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 |
| Rajghat Narora ... | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 |
| Dibai ... | 8 10 | 8 10 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 |
| Atrauli Road ... | 8 10 | 8 10 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 |
| Harduaganj ... | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 |
| Manzurgarhi ... | 8 7 | 8 10 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Clutterbuckganj ... | 8 1 | 8 3 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 |
| Bhitauna ... | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 12 |
| Dhanata ... | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 12 |
| Nagaria Sadat ... | 8 3 | 8 3 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Milak ... | 8 3 | 8 5 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Duganpur ... | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 |
| Dhamora ... | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 7 14 |
| Shahzad Nagar ... | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 7 14 |
| Rampur ... | 8 5 | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 |
| Mundha Pande ... | 8 5 | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 |
| Dalpatpur ... | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 |
| Kathghar * ... | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 5 | 8 3 | 8 1 |
| Moradabad ... | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 |
| Kandarkil ... | 8 7 | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 |
| Raja-ka-Sahaspur ... | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 1 |
| Sambhal Hatim Sarai ... | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Sirsi Makhdumpur ... | 8 7 | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Jargaon ... | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 1 |
| Hakeempur ... | 8 7 | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Kailsa ... | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 3 |
| Amroha ... | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 3 |
| Kafurpur ... | 8 10 | 8 10 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 |
| Gajroula ... | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 |
| Sherpur ... | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 |
| Mandi Dhanaura ... | 8 12 | 8 12 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 |
| Chandpur Siau ... | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 |
| Sisauna ... | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 |
| Haldaur ... | 8 14 | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Khari Jhalu ... | 8 14 | 9 0 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Bijnor ... | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 10 |
| Basi Kiratpur ... | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 10 |
| Kankhather ... | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 10 | 8 7 | 8 5 |

* Not open for coal in full wagon loads.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| STATIONS TO | Jainti Siding | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad |
|---------------------------------------|---------------|----------|------------|---------|--------|---------|--------|------------|-------------|---------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Garhmukhtesar ... | 8 12 | 8 12 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 |
| Simbhaoli ... | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 |
| Kuchesar Road ... | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 |
| Babugarh ... | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 |
| Pilkhuwa ... | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Dasna ... | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 10 |
| Panchi ... | 8 14 | 9 0 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Kharkhauda ... | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Meerut City ... | 9 0 | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 |
| Harchala § ... | 8 7 | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Aghwanpur ... | 8 7 | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Matlabpur ... | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 |
| Kanth ... | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 7 | 8 5 | 8 3 |
| Mewa Nawada ... | 8 10 | 8 10 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 |
| Seohara ... | 8 10 | 8 12 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 |
| Chakrajmal ... | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 |
| Dhampur ... | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 5 |
| Puraini ... | 8 12 | 8 12 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 |
| Nagina ... | 8 12 | 8 12 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 |
| Bundki ... | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 7 |
| Najibabad ... | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 |
| Saneh Road ... | 8 14 | 9 0 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Kotdwara ... | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 10 |
| Muazzampur Narain ... | 8 14 | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Chandok ... | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 |
| Balawali ... | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 10 |
| Raisi ... | 9 0 | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 |
| Lhaksar ... | 9 0 | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 |
| Dausni ... | 9 0 | 9 3 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 |
| Aithal ... | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 |
| Pathri ... | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 12 |
| Jawalapur ... | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 |
| Hardwar and via ... | 9 3 | 9 3 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 |
| Landhaura ... | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 |
| Roorkee ... | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 9 0 | 8 14 | 8 12 |
| Iqbalpur ... | 9 3 | 9 3 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 |
| Chodiala ... | 9 3 | 9 3 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 |
| Baliakhera ... | 9 3 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 8 14 |
| Khar Alampur West † ... | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 8 14 |
| Saharanpur ... | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 |
| Via Saharanpur (a) (for S. S. L. Ry.) | 9-7-6 | 9-7-6 | 9-5-6 | 9-5-6 | 9-5-6 | 9-5-6 | 9-5-6 | 9-5-6 | 9-2-6 | 9-2-6 |

§ Not yet opened for coal traffic.

† Open only for Military traffic as well as for Railway Materials and Stores including Railway coal.

• (a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.
N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra. | Daitongan] Branch | |
|-----------------------------------------|--------|--------|----------|--------|---------|----------|----------|-----------|------------|----------|-------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| Chitpur & via ‡ | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Ultadanga ... | 3-8-6 | 3-5-6 | 3-8-6 | 3-8-6 | 3-8-6 | 3-10-6 | 3-10-6 | 3-12-6 | 3-14-6 | 3-10-6 | 6-7-6 | 6-7-6 |
| Cossipore Road (E.B.)§ | a | | | | | | | | | | | |
| Calcutta (Sealdah)¶ | | | | | | | | | | | | |
| Kidderpore Docks | | | | | | | | | | | | |
| Howrah ... | | | | | | | | | | | | |
| Via Howrah (for H. A. & H. S. L. Rys.)† | 3 4 | 3 1 | 3 4 | 3 4 | 3 4 | 3 6 | 3 6 | 3 8 | 3 10 | 3 6 | 6 3 | 6 3 |
| Belur (c) ... | 3 3 | 3 3 | 3 3 | 3 3 | 3 6 | 3 6 | 3 6 | 3 8 | 3 12 | 3 8 | 6 5 | 6 5 |
| H. B. Chord. — | | | | | | | | | | | | |
| Dankuni ... | 2 15 | 2 15 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 8 | 3 1 | 6 5 | 6 5 |
| Begumpur ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 | 3 3 | 3 6 | 3 1 | 6 5 | 6 5 |
| Monirampur ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 3 | 2 15 | 6 5 | 6 5 |
| Chandanpur ... | 2 8 | 2 8 | 2 8 | 2 8 | 2 10 | 2 13 | 2 13 | 2 15 | 3 1 | 2 13 | 6 5 | 6 5 |
| Belmuri ... | 2 8 | 2 6 | 2 8 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 | 2 15 | 2 10 | 6 5 | 6 5 |
| Gurup ... | 2 6 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 | 2 13 | 2 8 | 6 5 | 6 5 |
| Jaugram ... | 2 4 | 2 4 | 2 4 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 13 | 2 6 | 6 5 | 6 5 |
| Masagram ... | 2 1 | 2 1 | 2 1 | 2 1 | 2 4 | 2 4 | 2 4 | 2 8 | 2 10 | 2 6 | 6 5 | 6 5 |
| Palla Road* | 1 15 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 4 | 2 6 | 2 8 | 2 4 | 6 5 | 6 5 |
| Bally ... | 3 3 | 3 1 | 3 3 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 12 | 3 6 | 6 5 | 6 5 |
| Uttarpara * ... | 3 3 | 3 1 | 3 3 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 10 | 3 6 | 6 5 | 6 5 |
| Konnagar ... | 3 1 | 3 1 | 3 1 | 3 1 | 3 3 | 3 6 | 3 6 | 3 8 | 3 10 | 3 6 | 6 5 | 6 5 |
| Rishra Siding ... | 3 1 | 3 1 | 3 1 | 3 1 | 3 3 | 3 6 | 3 6 | 3 8 | 3 10 | 3 3 | 6 5 | 6 5 |
| Serampore ... | 3 1 | 2 15 | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 3 8 | 3 3 | 6 5 | 6 5 |
| Sheoraphuli ... | 2 15 | 2 15 | 2 15 | 2 15 | 3 1 | 3 3 | 3 3 | 3 6 | 3 8 | 3 3 | 6 5 | 6 5 |
| T. B. Railway.— | | | | | | | | | | | | |
| Dearah ... | 3 1 | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 3 | 3 6 | 3 10 | 3 3 | 6 5 | 6 5 |
| Nasibpur* ... | 3 1 | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 3 | 3 8 | 3 10 | 3 6 | 6 5 | 6 5 |
| Singur ... | 3 1 | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 3 | 3 8 | 3 10 | 3 6 | 6 5 | 6 5 |
| Kamarkundu ... | 3 3 | 3 1 | 3 3 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 12 | 3 6 | 6 5 | 6 5 |
| Nalikul ... | 3 3 | 3 3 | 3 3 | 3 3 | 3 6 | 3 8 | 3 6 | 3 10 | 3 12 | 3 8 | 6 5 | 6 5 |
| Haripal ... | 3 6 | 3 3 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 12 | 3 8 | 6 5 | 6 5 |
| Kaikala* ... | 3 6 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 8 | 3 10 | 3 15 | 3 10 | 6 5 | 6 5 |
| Bahirkhand... .. | 3 6 | 3 6 | 3 6 | 3 6 | 3 8 | 3 10 | 3 10 | 3 12 | 3 15 | 3 10 | 6 5 | 6 5 |
| Tarakeswar ... | 3 8 | 3 8 | 3 8 | 3 8 | 3 10 | 3 10 | 3 10 | 3 12 | 4 1 | 3 12 | 6 5 | 6 5 |

* Not open for coal, coke and patent fuel in full wagon loads.

‡ An extra charge of Re. 0-2-3 per ton must be levied in booking to and from Chitpur Ghat and not Chitpur station.

§ Coal for the Calcutta Electric Supply Corporation Siding, Suraj Jute Press Siding, New Jheel Press Siding, Gun Foundry Siding, Calcutta Corporation and its contractors on account of Tala Pumping Station and Messrs. Mohatta Bros. may only be booked to this station. Extra charges, where due, must be levied in addition.

¶ In booking to the sidings served via Sealdah, the extra charges, where leviable, must be levied in addition.

Note.—These rates are inclusive of the E. I. Ry. forwarding end terminal charge of Re. 0-4-0 and receiving end terminal charge of Re. 0-2-0 per ton.

(a) These rates include a terminal charge of Re. 0-4-6 per ton (and not Re. 0-2-0 per ton the usual charge) due at the receiving end.

(c) Open for coal, coke and patent fuel in full wagon loads only for the National Iron and Steel Co.'s Siding. A Siding charge of Re. 0-0-10 per ton is leviable in addition.

† These rates do not include the transshipment charge. The receiving end terminal charge of Re. 0-2-0 per ton is not leviable in these cases.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1/- per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra | Daltonganj Branch. | |
|--------------------------------------------------------|--------|--------|----------|--------|---------|----------|----------|-----------|------------|---------|--------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Baidyabati* ... | 2 15 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 1 | 3 6 | 3 8 | 3 3 | 6 5 | 6 5 |
| Bhadreswar Ghat ... | 2 15 | 2 13 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 6 | 3 1 | 6 5 | 6 5 |
| Victoria Jute Mills & Sham-nagar North Mills Sidings | 2 15 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 1 | 3 6 | 3 8 | 3 3 | 6 5 | 6 5 |
| Dalhousie Jute Mills and Champdany Jute Mills Sidings. | 2 15 | 2 15 | 2 15 | 2 15 | 3 1 | 3 3 | 3 3 | 3 6 | 3 8 | 3 3 | 6 5 | 6 5 |
| Northbrook and Angus Jute Mills Sidings ... | 2 15 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 1 | 3 6 | 3 8 | 3 3 | 6 5 | 6 5 |
| Mankundu* ... | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 6 | 3 1 | 6 5 | 6 5 |
| Chandernagore ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 | 3 3 | 3 6 | 3 1 | 6 5 | 6 5 |
| Chinsura* ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 2 15 | 3 1 | 3 6 | 2 15 | 6 5 | 6 5 |
| Hooghly ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 6 | 2 15 | 6 5 | 6 5 |
| Bandel ‡ ... | 2 13 | 2 10 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 3 3 | 2 15 | 6 5 | 6 5 |
| Naihati Branch | | | | | | | | | | | | |
| Naihati ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 | 3 3 | 3 6 | 3 1 | 6 5 | 6 5 |
| Bandel-Azimganj-Barharwa Extension. | | | | | | | | | | | | |
| Bansabati ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 2 15 | 3 1 | 3 6 | 3 1 | 6 5 | 6 5 |
| Bansberia Mill Siding ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 | 3 3 | 3 6 | 3 1 | 6 5 | 6 5 |
| Tribeni (E. I. R.)* ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 | 3 3 | 3 6 | 3 1 | 6 5 | 6 5 |
| Khamargachi ... | 2 15 | 2 15 | 2 15 | 2 15 | 3 1 | 3 3 | 3 3 | 3 6 | 3 8 | 3 3 | 6 5 | 6 5 |
| Jirat* ... | 3 1 | 3 1 | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 3 10 | 3 3 | 6 5 | 6 5 |
| Balagarh ... | 3 1 | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 3 | 3 8 | 3 10 | 3 6 | 6 5 | 6 5 |
| Somra Bazar ... | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 3 | 3 3 | 3 8 | 3 10 | 3 6 | 6 5 | 6 5 |
| Guptipara ... | 3 3 | 3 3 | 3 3 | 3 3 | 3 6 | 3 8 | 3 6 | 3 10 | 3 12 | 3 8 | 6 5 | 6 5 |
| Kalna Court ... | 3 6 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 8 | 3 10 | 3 15 | 3 8 | 6 5 | 6 5 |
| Bagnapara ... | 3 6 | 3 6 | 3 6 | 3 6 | 3 8 | 3 10 | 3 10 | 3 12 | 3 15 | 3 10 | 6 5 | 6 5 |
| Dhatrigram ... | 3 8 | 3 6 | 3 8 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 4 1 | 3 10 | 6 5 | 6 5 |
| Samudragarh ... | 3 8 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 4 1 | 3 12 | 6 5 | 6 5 |
| Nabadwip ... | 3 10 | 3 10 | 3 10 | 3 10 | 3 12 | 3 15 | 3 15 | 4 1 | 4 3 | 3 15 | 6 5 | 6 5 |
| Purbasthali ... | 3 12 | 3 12 | 3 12 | 3 12 | 3 15 | 3 15 | 3 15 | 4 3 | 4 6 | 3 12 | 6 5 | 6 5 |
| Patuli ... | 3 15 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 4 1 | 3 10 | 6 5 | 6 5 |
| Dainhat ... | 4 1 | 4 1 | 4 1 | 4 1 | 4 3 | 4 3 | 4 3 | 4 8 | 3 15 | 3 8 | 6 5 | 6 5 |
| Katwa ... | 3-10½† | 3-10½† | 3-10½† | 3-12½† | 3-12½† | 3-14½† | 3-14½† | 4-1½† | 3-7½† | 3-1-9½† | 6 5 | 6 5 |
| Gangatikuri ... | 3 12 | 3 12 | 3 12 | 3 12 | 3 15 | 4 1 | 4 1 | 4 3 | 3 10 | 3 3 | 6 5 | 6 5 |
| Salar ... | 3 12 | 3 10 | 3 12 | 3 12 | 3 12 | 3 15 | 3 15 | 4 1 | 3 10 | 3 1 | 6 5 | 6 5 |
| Bazarsohu ... | 3 8 | 3 8 | 3 8 | 3 8 | 3 10 | 3 12 | 3 12 | 3 15 | 3 6 | 2 15 | 6 5 | 6 5 |
| Chowrigacha ... | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 3 3 | 2 13 | 6 5 | 6 5 |
| Chiroti* ... | 3 3 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 1 | 2 10 | 6 5 | 6 5 |
| Khagra Ghat Road ... | 3 1 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 3 6 | 3 8 | 2 15 | 2 8 | 6 5 | 6 5 |
| Labagh Court Road* ... | 3 1 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 2 15 | 2 6 | 6 5 | 6 5 |

* Not open for coal, coke and patent fuel in full wagon loads.

† These rates are not subject to the levy of the EIR receiving end terminal charge of Re. 0-2-0 per ton.

‡ Open for Coal for the Loco. Foreman, Bandel, only.

N. B.—(I) A surcharge of 12½ per cent of the total freight charges at these rate, subject to a maximum rate of Re. 1-0-0 per ton, should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(II) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding and terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchira | Daltonganj Branch. | |
|--------------------------------------------|--------|--------|----------|--------|---------|----------|----------|-----------|------------|----------|--------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| Bandel-Azimganj-Barharwa Extension. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Azimganj Jn. ... | 2 15 | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 1 | 3 3 | 2 13 | 2 6 | 6 5 | 6 5 |
| Manigram ... | 3 3 | 3 3 | 3 3 | 3 3 | 3 6 | 3 6 | 3 6 | 3 10 | 3 1 | 2 10 | 6 5 | 6 5 |
| Gankar ... | 3 6 | 3 6 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 3 | 2 10 | 6 5 | 6 5 |
| Jangipur Road ... | 3 8 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 3 3 | 2 13 | 6 5 | 6 5 |
| Sajinipara ... | 3 10 | 3 10 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 3 8 | 2 15 | 6 5 | 6 5 |
| Nimtita ... | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 12 | 3 15 | 4 1 | 3 8 | 3 1 | 6 5 | 6 5 |
| Dhulia Ganges ... | 3 10 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 3 15 | 3 8 | 2 15 | 6 5 | 6 5 |
| Tildanga ... | 3 6 | 3 6 | 3 6 | 3 6 | 3 8 | 3 10 | 3 10 | 3 12 | 3 3 | 2 13 | 6 5 | 6 5 |
| Trishbigha ... | 2 10 | 2 10 | 2 10 | 2 10 | 2 13 | 2 15 | 2 15 | 3 1 | 3 3 | 2 15 | 6 5 | 6 5 |
| Magra ... | 2 10 | 2 10 | 2 10 | 2 10 | 2 13 | 2 13 | 2 13 | 2 15 | 3 3 | 2 13 | 6 5 | 6 5 |
| Via Magra (a) (for B.P.Ry.) | 2-10-3 | 2-10-3 | 2-10-3 | 2-10-3 | 2-13-3 | 2-13-3 | 2-13-3 | 2-15-3 | 3-3-3 | 2-13-3 | 6-5-3 | 6-5-3 |
| Talandoo* ... | 2 10 | 2 8 | 2 10 | 2 10 | 2 10 | 2 13 | 2 13 | 2 15 | 3 1 | 2 13 | 6 5 | 6 5 |
| Khanyan ... | 2 8 | 2 8 | 2 8 | 2 8 | 2 10 | 2 10 | 2 10 | 2 13 | 3 1 | 2 13 | 6 5 | 6 5 |
| Pundooah ... | 2 6 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 | 2 15 | 2 10 | 6 5 | 6 5 |
| Simlagarh ... | 2 6 | 2 6 | 2 6 | 2 6 | 2 8 | 2 8 | 2 8 | 2 13 | 2 15 | 2 10 | 6 5 | 6 5 |
| Boinchee ... | 2 4 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 | 2 13 | 2 8 | 6 5 | 6 5 |
| Debipur ... | 2 4 | 2 4 | 2 4 | 2 4 | 2 6 | 2 6 | 2 6 | 2 10 | 2 13 | 2 8 | 6 5 | 6 5 |
| Bagila* ... | 2 4 | 2 4 | 2 4 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 10 | 2 6 | 6 5 | 6 5 |
| Memari ... | 2 1 | 2 1 | 2 1 | 2 1 | 2 4 | 2 6 | 2 6 | 2 8 | 2 10 | 2 6 | 6 5 | 6 5 |
| Rasulpur ... | 2 1 | 1 15 | 2 1 | 2 1 | 2 1 | 2 4 | 2 4 | 2 6 | 2 10 | 2 4 | 6 5 | 6 5 |
| Palsit* ... | 1 15 | 1 15 | 1 15 | 2 15 | 2 1 | 2 4 | 2 4 | 2 6 | 2 8 | 2 4 | 6 5 | 6 5 |
| Saktighar ... | 1 15 | 1 15 | 1 15 | 2 15 | 2 1 | 2 1 | 2 1 | 2 4 | 2 8 | 2 4 | 6 5 | 6 5 |
| Gangpur* ... | 1 13 | 1 13 | 1 13 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 6 | 2 1 | 6 5 | 6 5 |
| Burdwan ... | 1 13 | 1 10 | 1 13 | 1 13 | 1 13 | 1 15 | 1 15 | 2 1 | 2 6 | 1 15 | 6 5 | 6 5 |
| Via Burdwan(a)(for B.K.Ry.) | 1-13-3 | 1-10-3 | 1-13-3 | 1-13-3 | 1-13-3 | 1-15-3 | 1-15-3 | 2-1-3 | 2-6-3 | 1-15-3 | 6-5-3 | 6-5-3 |
| Talit ... | 1 10 | 1 10 | 1 10 | 1 10 | 1 13 | 1 13 | 1 13 | 1 15 | 2 4 | 1 15 | 6 5 | 6 5 |
| Khana ... | 1 8 | 1 8 | 1 8 | 1 8 | 1 10 | 1 13 | 1 13 | 1 15 | 2 1 | 1 13 | 6 5 | 6 5 |
| Loop Line— | | | | | | | | | | | | |
| Bonpas ... | 1 10 | 1 10 | 1 10 | 1 10 | 1 13 | 1 15 | 1 15 | 2 1 | 2 4 | 1 15 | 6 5 | 6 5 |
| Gushkara ... | 1 13 | 1 13 | 1 13 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 4 | 1 13 | 6 5 | 6 5 |
| Bhedia ... | 2 1 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 4 | 2 6 | 2 1 | 1 10 | 6 5 | 6 5 |
| Bolpur ... | 2 1 | 2 1 | 2 1 | 2 1 | 2 4 | 2 6 | 2 6 | 2 8 | 1 15 | 1 8 | 6 5 | 6 5 |
| Kopai ... | 1 15 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 2 4 | 2 6 | 2 13 | 1 6 | 6 5 | 6 5 |
| Ahmadpur ... | 1 13 | 1 13 | 1 13 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 1 10 | 1 4 | 6 5 | 6 5 |
| Via Ahmadpur (a) (for A. K. Ry.) | 1-13-3 | 1-13-3 | 1-13-3 | 1-15-3 | 1-15-3 | 2-1-3 | 2-1-3 | 2-4-3 | 1-10-3 | 1-4-3 | 6-5-3 | 6-5-3 |
| Bataspur* ... | 1 13 | 1 13 | 1 13 | 1 13 | 1 15 | 1 15 | 1 15 | 2 1 | 1 10 | 1 1 | 6 5 | 6 5 |
| Sainthia ... | 1 10 | 1 10 | 1 10 | 1 10 | 1 13 | 1 13 | 1 13 | 2 1 | 1 8 | 1 1 | 6 5 | 6 5 |
| Godadharpur ... | 1 13 | 1 13 | 1 13 | 1 13 | 1 13 | 1 15 | 1 15 | 2 1 | 1 10 | 1 1 | 6 5 | 6 5 |
| Mollarpur ... | 1 15 | 1 13 | 1 15 | 1 15 | 1 15 | 2 1 | 2 1 | 2 4 | 1 13 | 1 4 | 6 5 | 6 5 |
| Rampore Haut ... | 2 1 | 2 1 | 2 1 | 2 1 | 2 4 | 2 4 | 2 4 | 2 6 | 1 15 | 1 6 | 6 5 | 6 5 |
| Swadinpur* ... | ... | 2 1 | ... | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 1 | 1 8 | 6 5 | 6 5 |
| Nalhati ... | 2 4 | 2 4 | 2 4 | 2 6 | 2 6 | 2 8 | 2 8 | 2 10 | 2 1 | 1 10 | 6 5 | 6 5 |

* Not open for coal, coke and patent fuel in full wagon loads.

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Traffic.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthall | Panchra | Daltongan Branch. | |
|--------------------------------------|--------|--------|----------|--------|---------|----------|----------|-----------|------------|---------|-------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| Loop Line.—(Concl'd.) | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Azimganj Br.— | | | | | | | | | | | | |
| Takipur* | 2 6 | 2 6 | 2 6 | 2 6 | 2 8 | 2 8 | 2 8 | 2 13 | 2 4 | 1 13 | 6 5 | 6 5 |
| Lohapur ... | 2 8 | 2 6 | 2 8 | 2 8 | 2 8 | 2 10 | 2 10 | 2 13 | 2 6 | 1 13 | 6 5 | 6 5 |
| Morgram ... | 2 8 | 2 8 | 2 8 | 2 8 | 2 10 | 2 13 | 2 13 | 2 15 | 2 6 | 1 15 | 6 5 | 6 5 |
| Sagardighi ... | 2 10 | 2 10 | 2 10 | 2 10 | 2 13 | 2 13 | 2 13 | 2 15 | 2 8 | 2 1 | 6 5 | 6 5 |
| Barala* ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 2 15 | 3 1 | 2 10 | 2 1 | 6 5 | 6 5 |
| Chatra ... | 2 6 | 2 6 | 2 6 | 2 6 | 2 8 | 2 10 | 2 10 | 2 13 | 2 4 | 1 13 | 6 5 | 6 5 |
| Murarai ... | 2 8 | 2 8 | 2 8 | 2 8 | 2 10 | 2 10 | 2 10 | 2 13 | 2 6 | 1 15 | 6 5 | 6 5 |
| Rajgan ... | 2 10 | 2 10 | 2 10 | 2 10 | 2 13 | 2 15 | 2 13 | 3 1 | 2 8 | 2 1 | 6 5 | 6 5 |
| Pakur ... | 2 13 | 2 13 | 2 13 | 2 13 | 2 15 | 3 1 | 3 1 | 3 3 | 2 10 | 2 4 | 6 5 | 6 5 |
| Kotalpukur ... | 2 15 | 2 15 | 2 15 | 3 1 | 3 1 | 3 3 | 3 3 | 3 6 | 2 13 | 2 6 | 6 5 | 6 5 |
| Barharwa ... | 3 3 | 3 3 | 3 3 | 3 3 | 3 6 | 3 6 | 3 6 | 3 8 | 3 1 | 2 10 | 6 5 | 6 5 |
| Bakudih ... | 3 6 | 3 3 | 3 6 | 3 6 | 3 6 | 3 8 | 3 8 | 3 10 | 3 3 | 2 10 | 6 5 | 6 5 |
| Tinpahar ... | 3 8 | 3 6 | 3 8 | 3 8 | 3 8 | 3 10 | 3 10 | 3 12 | 3 6 | 2 13 | 6 5 | 6 5 |
| Rajmehar Branch— | | | | | | | | | | | | |
| Rajmehar ... | 3 10 | 3 10 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 3 8 | 2 15 | 6 5 | 6 5 |
| Taljhari ... | 3 10 | 3 8 | 3 10 | 3 10 | 3 10 | 3 12 | 3 12 | 3 15 | 3 6 | 2 15 | 6 5 | 6 5 |
| Maharajpur... | 3 12 | 3 12 | 3 12 | 3 12 | 3 15 | 3 15 | 3 15 | 4 3 | 3 10 | 3 3 | 6 5 | 6 5 |
| Sakrigali Jn. | 3 15 | 3 12 | 3 15 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 3 12 | 3 3 | 6 5 | 6 5 |
| Sakrigali Ghat | 3 15 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 3 12 | 3 6 | 6 5 | 6 5 |
| Sahibganj ... | 4 1 | 3 15 | 3 15 | 4 1 | 4 1 | 4 3 | 4 3 | 4 6 | 3 12 | 3 6 | 6 5 | 6 5 |
| Mirza Chowki | 4 3 | 4 3 | 4 3 | 4 3 | 4 6 | 4 6 | 4 6 | 4 10 | 4 1 | 3 10 | 6 5 | 6 5 |
| Pirpainti ... | 4 6 | 4 6 | 4 6 | 4 6 | 4 8 | 4 8 | 4 8 | 4 10 | 4 3 | 3 10 | 6 5 | 6 5 |
| Colgong ... | 4 10 | 4 10 | 4 10 | 4 10 | 4 12 | 4 12 | 4 12 | 5 1 | 4 8 | 4 1 | 6 5 | 6 5 |
| Ghogha ... | 4 12 | 4 12 | 4 12 | 4 12 | 4 15 | 4 15 | 4 15 | 5 1 | 4 10 | 4 3 | 6 5 | 6 5 |
| Sabour ... | 4 15 | 4 15 | 4 15 | 4 15 | 5 1 | 5 1 | 5 3 | 5 3 | 4 12 | 4 6 | 6 3 | 6 5 |
| Bhagalpur ... | 5 1 | 5 1 | 5 1 | 5 1 | 5 1 | 4 15 | 5 3 | 5 5 | 4 15 | 4 8 | 6 3 | 6 3 |
| Bhagalpur-Mandar Hill Branch— | | | | | | | | | | | | |
| Hatpurani ... | 5 3 | 5 3 | 5 3 | 5 3 | 5 3 | 5 1 | 5 5 | 5 8 | 5 1 | 4 10 | 6 5 | 6 5 |
| Tikane ... | 5 3 | 5 3 | 5 3 | 5 3 | 5 3 | 5 1 | 5 5 | 5 8 | 5 3 | 4 10 | 6 5 | 6 5 |
| Dhownee ... | 5 5 | 5 5 | 5 5 | 5 5 | 5 5 | 5 5 | 5 8 | 5 10 | 5 3 | 4 12 | 6 5 | 6 5 |
| Barahat ... | 5 8 | 5 8 | 5 8 | 5 8 | 5 8 | 5 5 | 5 10 | 5 12 | 5 5 | 5 1 | 6 5 | 6 5 |
| Panjwara Road * | 5 10 | 5 8 | 5 8 | 5 8 | 5 8 | 5 8 | 5 10 | 5 12 | 5 8 | 5 1 | 6 5 | 6 5 |
| Mandar Hill ... | 5 10 | 5 10 | 5 10 | 5 10 | 5 10 | 5 8 | 5 12 | 5 15 | 5 8 | 5 3 | 6 5 | 6 5 |
| Nathnagar ... | 5 1 | 5 1 | 5 1 | 5 1 | 4 15 | 4 15 | 5 3 | 5 5 | 5 1 | 4 8 | 6 1 | 6 3 |
| Akbarnagar ... | 5 1 | 4 15 | 4 15 | 4 12 | 4 12 | 4 12 | 5 1 | 5 3 | 5 1 | 4 10 | 6 1 | 6 1 |
| Sultangunge ... | 4 15 | 4 12 | 4 12 | 4 10 | 4 10 | 4 8 | 4 15 | 5 1 | 5 3 | 4 12 | 5 15 | 5 15 |
| Bariarpur ... | 4 10 | 4 8 | 4 8 | 4 8 | 4 6 | 4 6 | 4 10 | 4 12 | 5 5 | 5 1 | 5 10 | 5 12 |
| Jamalpur ... | 4 8 | 4 6 | 4 6 | 4 3 | 4 3 | 4 3 | 4 8 | 4 10 | 5 3 | 4 15 | 5 8 | 5 10 |
| Monghyr Branch— | | | | | | | | | | | | |
| Purab Sarai* | 4 10 | 4 8 | 4 8 | 4 6 | 4 6 | 4 3 | 4 10 | 4 12 | 5 3 | 4 15 | 5 10 | 5 10 |
| Chandisthan† | ... | ... | ... | Same | rates | as to | Mon | ghyr. | ... | ... | ... | ... |
| Monghyr ... | 4 10 | 4 8 | 4 8 | 4 6 | 4 6 | 4 3 | 4 10 | 4 12 | 5 3 | 5 1 | 5 10 | 5 10 |
| Dharhara ... | 4 6 | 4 3 | 4 3 | 4 1 | 4 1 | 3 15 | 4 6 | 4 8 | 5 1 | 4 12 | 5 5 | 5 8 |
| Abhaipur ... | 4 3 | 4 1 | 4 1 | 3 15 | 3 15 | 3 12 | 4 3 | 4 6 | 4 15 | 4 8 | 5 5 | 5 5 |
| Kajra ... | 4 1 | 3 15 | 3 15 | 3 12 | 3 12 | 3 10 | 4 1 | 4 3 | 4 12 | 4 8 | 5 3 | 5 3 |

* Not open for coal, coke and Patent Fuel in full wagon loads.

† Open for consignments booked to Messrs. The Tobacco Manufacturers (India) Ltd., only.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton, should be levied in addition (except on soft coke), as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Daltonganj Branch. | | | | | | | | | | | |
|------------------------------|--------------------|--------|----------|--------|---------|----------|----------|-----------|------------|---------|---------|----------------|
| | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra | Rajhara | Rajhara Siding |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Galsi ... | 1 6 | 1 6 | 1 6 | 1 6 | 1 8 | 1 10 | 1 10 | 1 13 | 1 15 | 1 10 | 6 5 | 6 5 |
| Paraj ... | 1 6 | 1 4 | 1 6 | 1 6 | 1 6 | 1 8 | 1 8 | 1 10 | 1 13 | 1 8 | 6 5 | 6 5 |
| Mankar ... | 1 4 | 1 4 | 1 4 | 1 4 | 1 4 | 1 6 | 1 6 | 1 8 | 1 13 | 1 6 | 6 5 | 6 5 |
| Panagar ... | 1 1 | 0 15 | 1 1 | 1 1 | 1 1 | 1 4 | 1 4 | 1 6 | 1 10 | 1 4 | 6 5 | 6 5 |
| Rajbandh ... | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 1 | 1 4 | 1 8 | 1 4 | 6 5 | 6 5 |
| Durgapur ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 4 | 1 6 | 1 1 | 6 5 | 6 5 |
| Oyaria ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 0 15 | 6 3 | 6 3 |
| Ondal ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 0 15 | 6 3 | 6 3 |
| Ondal-Sainthia Chord— | | | | | | | | | | | | |
| Kajoragram† | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Ukhra ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 0 15 | 0 15 | 6 5 | 6 5 |
| Pandaveswar ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 4 | 0 15 | 0 15 | 6 5 | 6 5 |
| Panchra ... | 0 15 | 0 15 | 0 15 | 1 1 | 1 1 | 1 4 | 1 4 | 1 6 | 0 15 | ... | 6 5 | 6 5 |
| Dubrajpur ... | 1 1 | 1 1 | 1 1 | 1 1 | 1 4 | 1 4 | 1 4 | 1 8 | 0 15 | 0 15 | 6 5 | 6 5 |
| Chinpai ... | 1 4 | 1 1 | 1 4 | 1 4 | 1 4 | 1 6 | 1 6 | 1 8 | 1 1 | 0 15 | 6 5 | 6 5 |
| Suri ... | 1 6 | 1 6 | 1 6 | 1 6 | 1 8 | 1 8 | 1 8 | 1 13 | 1 4 | 0 15 | 6 5 | 6 5 |
| Konri ... | 1 8 | 1 8 | 1 8 | 1 8 | 1 10 | 1 10 | 1 10 | 1 15 | 1 6 | 0 15 | 6 5 | 6 5 |
| Ondal Loop— | | | | | | | | | | | | |
| Toposi ... | 0 15 | ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 4 | 0 15 | 6 1 | 6 1 |
| Ikrah ... | 0 15 | 0 15 | 0 15 | ... | 0 15 | 0 15 | 0 15 | 0 15 | 1 6 | 1 1 | 6 1 | 6 1 |
| Ikrah Branch— | | | | | | | | | | | | |
| Jamuria ... | 0 15 | 0 15 | 0 15 | 0 15 | ... | 0 15 | 0 15 | 0 15 | 1 6 | 1 1 | 6 1 | 5 15 |
| Barabani ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | ... | 0 15 | 0 15 | 1 8 | 1 4 | 5 15 | 5 15 |
| Chinchuria* | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 10 | 1 4 | 5 15 | 5 12 |
| Churulia ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | ... | 0 15 | 1 8 | 1 4 | 6 3 | 6 3 |
| Gaurangdi ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | ... | 1 10 | 1 6 | 6 5 | 6 5 |
| Raniganj ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 0 15 | 6 1 | 6 1 |
| Raniganj B. P. M. Siding ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 0 15 | 6 1 | 6 1 |
| Raniganj Ghat ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 0 15 | 6 1 | 6 1 |
| Kalipahari ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 1 6 | 1 1 | 5 15 | 5 15 |
| Asansol ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 1 8 | 1 4 | 5 15 | 5 15 |
| Borachuck* ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 8 | 1 4 | 5 12 | 5 12 |
| Sitampur ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 10 | 1 6 | 5 12 | 5 12 |
| Chord Line— | | | | | | | | | | | | |
| Salanpur* ... | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 10 | 1 6 | 5 12 | 5 12 |
| Rupnarainpur ... | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 1 13 | 1 8 | 5 15 | 5 15 |
| Mihijam ... | 1 1 | 0 15 | 1 1 | 0 15 | 0 15 | 0 15 | 1 1 | 1 6 | 1 13 | 1 8 | 5 15 | 5 15 |
| Jamtara ... | 1 6 | 1 4 | 1 4 | 1 1 | 1 1 | 0 15 | 1 6 | 1 8 | 2 1 | 1 13 | 6 1 | 6 1 |
| Karmatar ... | 1 10 | 1 8 | 1 8 | 1 6 | 1 6 | 1 4 | 1 10 | 1 13 | 2 6 | 2 1 | 6 5 | 6 5 |
| Madhupur ... | 1 15 | 1 13 | 1 15 | 1 13 | 1 13 | 1 10 | 1 15 | 2 1 | 2 10 | 2 6 | 6 5 | 6 5 |
| Giridih Branch— | | | | | | | | | | | | |
| Jagdishpur ... | 2 4 | 2 1 | 2 1 | 1 15 | 1 15 | 1 13 | 2 4 | 2 6 | 2 13 | 2 8 | 6 5 | 6 5 |
| Maheshmunda ... | 2 6 | 2 4 | 2 4 | 2 4 | 2 1 | 2 1 | 2 6 | 2 8 | 3 1 | 2 13 | 6 5 | 6 5 |
| Giridih ... | 2 8 | 2 6 | 2 8 | 2 6 | 2 6 | 2 4 | 2 8 | 2 10 | 3 3 | 2 15 | 6 5 | 6 5 |
| Jasidih ... | 2 6 | 2 4 | 2 6 | 2 4 | 2 4 | 2 1 | 2 6 | 2 8 | 3 1 | 2 13 | 6 3 | 6 3 |
| Baldyanath Dham ... | 2 8 | 2 6 | 2 6 | 2 4 | 2 4 | 2 4 | 2 8 | 2 10 | 3 3 | 2 15 | 6 3 | 6 3 |
| Simultala ... | 2 13 | 2 10 | 2 10 | 2 8 | 2 8 | 2 6 | 2 13 | 2 15 | 3 8 | 3 3 | 5 12 | 5 15 |

* Not open for coal, coke and patent fuel in full wagon loads.

† Open up to 50 maunds per consignment.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton, should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Daltonganj Branch. | | | | | | | | | | | |
|---------------------------------------|--------------------|--------|----------|--------|---------|----------|----------|-----------|------------|----------|---------|----------------|
| | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra. | Rajhara | Rajhara siding |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Chord Line.—(Contd.) | | | | | | | | | | | | |
| Jhajha ... | 3 1 | 2 15 | 2 15 | 2 13 | 2 13 | 2 10 | 3 1 | 3 3 | 3 12 | 3 6 | 5 10 | 5 10 |
| Gidhaur ... | 3 3 | 3 1 | 3 1 | 2 15 | 2 15 | 2 13 | 3 3 | 3 6 | 3 15 | 3 10 | 5 8 | 5 10 |
| Jamooee ... | 3 6 | 3 3 | 3 6 | 3 3 | 3 3 | 3 1 | 3 6 | 3 10 | 4 1 | 3 12 | 5 5 | 5 5 |
| Mananpur ... | 3 10 | 3 8 | 3 8 | 3 6 | 3 6 | 3 3 | 3 10 | 3 12 | 4 6 | 4 1 | 5 3 | 5 3 |
| Kiul* ... | 3 12 | 3 10 | 3 12 | 3 10 | 3 10 | 3 8 | 3 12 | 3 15 | 4 8 | 4 3 | 5 1 | 5 1 |
| Luckeesarai ... | 3 12 | 3 10 | 3 12 | 3 10 | 3 10 | 3 8 | 3 12 | 4 1 | 4 8 | 4 3 | 5 1 | 5 1 |
| S. B. Ry.— | | | | | | | | | | | | |
| Sirari ... | 4 1 | 3 15 | 3 15 | 3 12 | 3 12 | 3 12 | 4 1 | 4 3 | 4 12 | 4 8 | 4 12 | 4 2 |
| Sheikhpura ... | 4 3 | 4 1 | 4 1 | 4 1 | 3 15 | 3 15 | 4 3 | 4 6 | 4 15 | 4 10 | 4 10 | 4 10 |
| Kashi-Chak ... | 4 8 | 4 3 | 4 6 | 4 3 | 4 3 | 4 1 | 4 8 | 4 10 | 5 1 | 4 12 | 4 6 | 4 8 |
| Warisaliganj ... | 4 10 | 4 8 | 4 8 | 4 6 | 4 6 | 4 3 | 4 10 | 4 12 | 5 3 | 4 15 | 4 3 | 4 6 |
| Baghi-Bardih ... | 4 10 | 4 8 | 4 10 | 4 8 | 4 8 | 4 6 | 4 10 | 4 15 | 5 5 | 5 1 | 4 1 | 4 3 |
| Nawadah ... | 4 15 | 4 12 | 4 12 | 4 10 | 4 10 | 4 8 | 4 15 | 5 1 | 5 8 | 5 3 | 3 15 | 4 1 |
| Tilalya ... | 5 1 | 4 15 | 4 15 | 4 12 | 4 12 | 4 10 | 5 1 | 5 3 | 5 10 | 5 5 | 3 12 | 3 12 |
| Jamuawan ... | 4 15 | 4 12 | 4 12 | 4 10 | 4 10 | 4 8 | 4 12 | 5 1 | 5 8 | 5 3 | 3 8 | 3 10 |
| Wazirganj ... | 4 12 | 4 10 | 4 10 | 4 8 | 4 8 | 4 6 | 4 12 | 4 15 | 5 5 | 5 1 | 3 8 | 3 8 |
| Paimar* ... | 4 10 | 4 8 | 4 8 | 4 6 | 4 6 | 4 3 | 4 8 | 4 12 | 5 3 | 4 15 | 3 3 | 3 6 |
| Mankatha ... | 3 15 | 3 12 | 3 12 | 3 10 | 3 10 | 3 10 | 3 15 | 4 1 | 4 10 | 4 6 | 5 1 | 5 1 |
| Burhee ... | 4 1 | 3 15 | 3 15 | 3 12 | 3 12 | 3 12 | 4 1 | 4 3 | 4 10 | 4 8 | 5 3 | 5 3 |
| Dumra ... | 4 3 | 3 15 | 4 1 | 3 15 | 3 15 | 3 12 | 4 3 | 4 6 | 4 15 | 4 8 | 5 3 | 5 5 |
| Tal* ... | 4 3 | 4 1 | 4 3 | 4 1 | 4 1 | 3 15 | 4 3 | 4 6 | 4 15 | 4 10 | 5 5 | 5 5 |
| Mokameh ... | 4 6 | 4 3 | 4 3 | 4 1 | 4 1 | 3 15 | 4 6 | 4 8 | 5 1 | 4 12 | 5 5 | 5 8 |
| Mokameh Ghat Br.— | | | | | | | | | | | | |
| Mokameh Ghat† ... | 4 3 | 4 1 | 4 3 | 4 1 | 4 1 | 3 15 | 4 3 | 4 8 | 5 1 | 4 10 | 5 5 | 5 5 |
| More* ... | 4 8 | 4 3 | 4 6 | 4 3 | 4 3 | 4 1 | 4 8 | 4 10 | 5 1 | 4 12 | 5 8 | 5 8 |
| Pandarak§ ... | 4 8 | 4 6 | 4 8 | 4 6 | 4 6 | 4 3 | 4 8 | 4 12 | 5 3 | 4 15 | 5 8 | 5 8 |
| Barh ... | 4 10 | 4 8 | 4 10 | 4 8 | 4 8 | 4 6 | 4 10 | 4 15 | 5 5 | 5 1 | 5 5 | 5 5 |
| Athmalgola ... | 4 12 | 4 10 | 4 12 | 4 10 | 4 10 | 4 8 | 4 12 | 5 1 | 5 8 | 5 3 | 5 3 | 5 3 |
| Bukhtiarpur ... | 4 15 | 4 12 | 4 15 | 4 12 | 4 12 | 4 10 | 4 15 | 5 1 | 5 8 | 5 5 | 5 1 | 5 3 |
| Via Bukhtiarpur(a) (for B. B. L. Ry.) | 4 13 | 4 10 | 4 13 | 4 10 | 4 10 | 4 8 | 4 13 | 4 15 | 5 6 | 5 3 | 4 15 | 5 1 |
| Karowta* ... | 5 1 | 4 15 | 5 1 | 4 15 | 4 15 | 4 12 | 5 1 | 5 3 | 5 10 | 5 5 | 5 1 | 5 1 |
| Khusrupur ... | 5 3 | 5 1 | 5 1 | 4 15 | 4 15 | 4 12 | 5 3 | 5 5 | 5 12 | 5 8 | 4 15 | 4 15 |
| Futwah ... | 5 3 | 5 3 | 5 3 | 5 1 | 5 1 | 4 15 | 5 3 | 5 5 | 5 12 | 5 10 | 4 12 | 4 12 |
| Via Futwah(a) ... | 5-3-3 | 5-3-3 | 5-3-3 | 5-1-3 | 5-1-3 | 4-15-3 | 5-3-3 | 5-5-3 | 5-12-3 | 5-10-3 | 4-12-3 | 4-12-3 |
| Banka Ghat ... | 5 5 | 5 3 | 5 3 | 5 3 | 5 1 | 5 1 | 5 5 | 5 8 | 5 15 | 4 10 | 4 10 | 4 12 |
| Patna City & Ghat ... | 5 5 | 5 3 | 5 5 | 5 3 | 5 3 | 5 1 | 5 5 | 5 8 | 5 15 | 5 10 | 4 10 | 4 10 |
| Gulzarbagh* ... | 5 5 | 5 5 | 5 5 | 5 3 | 5 3 | 5 3 | 5 5 | 5 8 | 6 1 | 5 12 | 4 8 | 4 10 |
| Patna Junc. ... | 5 8 | 5 5 | 5 5 | 5 5 | 5 5 | 5 3 | 5 8 | 5 10 | 6 1 | 5 12 | 4 8 | 4 8 |
| P. G. Branch— | | | | | | | | | | | | |
| Poonpoo ... | 5 10 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 | 5 8 | 5 10 | 6 1 | 5 15 | 4 3 | 4 6 |
| Taragha ... | 5 5 | 5 5 | 5 5 | 5 3 | 5 3 | 5 1 | 5 5 | 5 8 | 5 15 | 5 10 | 4 1 | 4 1 |
| Nadaul ... | 5 5 | 5 3 | 5 3 | 5 3 | 5 3 | 5 1 | 5 5 | 5 8 | 5 15 | 3 10 | 3 15 | 3 15 |
| Jehanabad ... | 5 3 | 5 1 | 5 3 | 5 1 | 5 1 | 4 15 | 5 3 | 5 5 | 5 12 | 5 8 | 3 12 | 3 15 |
| Irki* ... | 5 3 | 5 1 | 5 1 | 5 1 | 4 15 | 4 15 | 5 3 | 5 5 | 5 12 | 5 8 | 3 12 | 3 12 |
| Tegha ... | 5 1 | 4 15 | 4 15 | 4 15 | 4 12 | 4 10 | 5 1 | 5 3 | 5 10 | 5 5 | 3 10 | 3 10 |
| Makhdumpur-Gaya ... | 5 1 | 4 15 | 4 15 | 4 12 | 4 12 | 4 10 | 5 1 | 5 3 | 5 10 | 5 5 | 3 8 | 3 10 |
| Bela ... | 4 15 | 4 12 | 4 12 | 4 10 | 4 10 | 4 8 | 4 12 | 5 1 | 5 8 | 5 3 | 3 6 | 3 8 |
| Chakand ... | 4 12 | 4 10 | 4 8 | 4 8 | 4 8 | 4 6 | 4 10 | 4 15 | 5 5 | 5 1 | 3 3 | 3 6 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for coal, coke and patent fuel in full wagon loads.

† Public coal, coke and patent fuel cannot be booked to Mokameh Ghat locally.

‡ Coal consignments may only be booked under "Paid" or "Weight only" invoices.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Daltonganj Branch. | | | | | | | | | | | | | |
|---------------------------------|--------------------|--------|----------|--------|---------|----------|----------|-----------|------------|---------|---------|----------------|--|--|
| | Chara | Toposi | Singarai | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra | Rajhara | Rajhara Siding | | |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | | |
| Chord Line.—(Concl.) | | | | | | | | | | | | | | |
| Guzdar Siding | | | | Same | rate | as | to | Digha | Ghat. | | | | | |
| Phulwari Shariff | 5 10 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 | 5 10 | 5 10 | 6 1 | 5 15 | 4 8 | 4 10 | | |
| Digha Ghat | 5 10 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 | 5 10 | 5 12 | 6 3 | 5 15 | 4 10 | 4 10 | | |
| Dinapore | 5 10 | 5 8 | 5 8 | 5 5 | 5 5 | 5 5 | 5 10 | 5 12 | 6 3 | 5 15 | 4 10 | 4 10 | | |
| Neora* | 5 10 | 5 10 | 5 10 | 5 8 | 5 8 | 5 5 | 5 10 | 5 12 | 6 3 | 6 1 | 4 10 | 4 12 | | |
| Sadisopur | 5 12 | 5 10 | 5 10 | 5 10 | 5 10 | 5 8 | 5 12 | 5 15 | 6 5 | 6 1 | 4 12 | 4 15 | | |
| Bihta | 5 12 | 5 10 | 5 12 | 5 10 | 5 10 | 5 8 | 5 12 | 5 15 | 6 5 | 6 1 | 4 15 | 4 15 | | |
| Koilwar* | 5 15 | 5 12 | 5 12 | 5 12 | 5 12 | 5 10 | 5 15 | 6 1 | 6 5 | 6 3 | 4 15 | 5 1 | | |
| Kulhuria† | 5 15 | 5 12 | 5 15 | 5 12 | 5 12 | 5 10 | 5 15 | 6 1 | 6 5 | 6 3 | 5 1 | 5 1 | | |
| Arrah† | 6 1 | 5 15 | 6 1 | 5 15 | 5 15 | 5 12 | 6 1 | 6 3 | 6 5 | 6 5 | 5 3 | 5 3 | | |
| Via Arrah(a) (for A. S. L. Ry.) | 6-1-3 | 5-15-3 | 6-1-3 | 5-15-3 | 5-15-3 | 5-12-3 | 6-1-3 | 6-3-3 | 6-5-3 | 6-5-3 | 5-3-3 | 5-3-3 | | |
| Karisath* | 6 3 | 6 1 | 6 1 | 6 1 | 6 1 | 5 15 | 6 3 | 6 5 | 6 5 | 6 5 | 5 3 | 5 5 | | |
| Behea | 6 5 | 6 3 | 6 3 | 6 3 | 6 1 | 6 1 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 | 5 8 | | |
| Banahi | 6 5 | 6 3 | 6 5 | 6 3 | 6 3 | 6 1 | 6 5 | 6 5 | 6 5 | 6 5 | 5 8 | 5 8 | | |
| Raghnathpur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 5 8 | 5 8 | | |
| Twining Ganj | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 | 5 8 | | |
| Dumraon | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 | 5 5 | | |
| Baruna* | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 | 5 5 | | |
| Buxar | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 1 | 5 3 | | |
| Chausa | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 15 | 5 1 | | |
| Gahmar | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 12 | 4 15 | | |
| Bhaddaura* | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 12 | 4 12 | | |
| Dildarnagar | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 10 | 4 10 | | |
| Tari Ghat Branch— | | | | | | | | | | | | | | |
| Nagsar | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 12 | 4 12 | | |
| Tari Ghat | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 15 | 4 15 | | |
| Zamania | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 6 | 4 8 | | |
| Dheena | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 3 | 4 6 | | |
| Sakaldiha | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 1 | 4 1 | | |
| Kuchman* | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 3 15 | 3 15 | | |
| Grand Chord— | | | | | | | | | | | | | | |
| Kulti | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 10 | 1 6 | 5 12 | 5 10 | | |
| Barakar | 1 1 | 0 15 | 0 15 | 0 15 | 0 15 | 0 15 | 1 1 | 1 4 | 1 13 | 1 6 | 5 10 | 5 10 | | |
| Mugma | 1 4 | 1 1 | 1 1 | 0 15 | 0 15 | 0 15 | 1 1 | 1 6 | 1 13 | 1 8 | 5 10 | 5 10 | | |
| Kaloobathan | 1 6 | 1 4 | 1 4 | 1 1 | 1 1 | 0 15 | 1 4 | 1 8 | 1 15 | 1 10 | 5 8 | 5 8 | | |
| Chhotia Ambona | 1 8 | 1 6 | 1 6 | 1 4 | 1 4 | 1 1 | 1 6 | 1 10 | 2 1 | 1 13 | 5 5 | 5 5 | | |
| Pradhankhanta | 1 8 | 1 6 | 1 6 | 1 6 | 1 4 | 1 4 | 1 8 | 1 10 | 2 4 | 1 15 | 5 5 | 5 5 | | |
| Dhanbad | 1 10 | 1 8 | 1 8 | 1 8 | 1 6 | 1 6 | 1 10 | 1 13 | 2 6 | 2 1 | 5 3 | 5 3 | | |
| Jherriah Branch.— | | | | | | | | | | | | | | |
| Kusunda | 1 13 | 1 10 | 1 10 | 1 8 | 1 8 | 1 6 | 1 10 | 1 13 | 2 6 | 2 1 | 5 3 | 5 3 | | |
| Bansjora* | 1 13 | 1 10 | 1 10 | 1 10 | 1 8 | 1 6 | 1 13 | 1 15 | 2 8 | 2 4 | 5 5 | 5 3 | | |
| Jherriah* | 1 13 | 1 10 | 1 10 | 1 8 | 1 8 | 1 6 | 1 13 | 1 15 | 2 8 | 2 1 | 5 3 | 5 3 | | |
| Pathardih | 1 15 | 1 13 | 1 13 | 1 10 | 1 10 | 1 8 | 1 13 | 2 1 | 2 10 | 2 4 | 5 5 | 5 5 | | |
| Sijua | 1 13 | 1 10 | 1 13 | 1 10 | 1 8 | 1 8 | 1 13 | 1 15 | 2 8 | 2 4 | 5 5 | 5 5 | | |
| Katrasgarh | 1 15 | 1 13 | 1 13 | 1 10 | 1 10 | 1 8 | 1 13 | 1 15 | 2 8 | 2 4 | 5 5 | 5 5 | | |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for coal, coke and patent fuel in full wagon loads.

† Coal consignments may also booked under "Paid" or "Weight only" invoices.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke), as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra | Daltonganj Branch | |
|----------------------------|-------|--------|----------|-------|---------|----------|----------|-----------|------------|---------|-------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. |
| Grand Chord.—Contd. | | | | | | | | | | | | |
| Tetulmarl ... | 1 13 | 1 10 | 1 10 | 1 10 | 1 8 | 1 6 | 1 13 | 1 15 | 2 8 | 2 4 | 5 1 | 5 1 |
| Matarl* ... | 1 15 | 1 13 | 1 15 | 1 13 | 1 10 | 1 10 | 1 15 | 2 1 | 2 10 | 2 6 | 4 15 | 4 15 |
| Gomoh ... | 2 1 | 1 15 | 2 1 | 1 15 | 1 13 | 1 13 | 2 1 | 2 4 | 2 13 | 2 8 | 4 12 | 4 12 |
| Telo ... | 2 4 | 2 1 | 2 1 | 2 1 | 1 15 | 1 13 | 2 4 | 2 6 | 2 15 | 2 10 | 4 10 | 4 10 |
| Chandrapura ... | 2 6 | 2 4 | 2 4 | 2 4 | 2 1 | 1 15 | 2 6 | 2 8 | 3 1 | 2 13 | 4 10 | 4 8 |
| Phusro ... | 2 8 | 2 6 | 2 6 | 2 6 | 2 4 | 2 1 | 2 8 | 2 10 | 3 3 | 2 15 | 4 6 | 4 6 |
| Bermo ... | 2 10 | 2 8 | 2 8 | 2 6 | 2 6 | 2 4 | 2 10 | 2 13 | 3 3 | 2 15 | 4 6 | 4 3 |
| Gomla ... | 2 13 | 2 10 | 2 13 | 2 10 | 2 8 | 2 8 | 2 13 | 2 15 | 3 8 | 3 3 | 4 1 | 4 1 |
| Dania ... | 3 1 | 2 15 | 2 15 | 2 15 | 2 13 | 2 10 | 3 1 | 3 3 | 3 12 | 3 8 | 3 12 | 3 12 |
| Chainpur ... | 3 3 | 3 3 | 3 3 | 3 1 | 2 15 | 2 15 | 3 3 | 3 6 | 3 15 | 3 10 | 3 10 | 3 10 |
| Ranchi Road ... | 3 8 | 3 6 | 3 6 | 3 3 | 3 3 | 3 1 | 3 6 | 3 10 | 4 1 | 3 12 | 3 8 | 3 6 |
| Barkakana ... | 3 8 | 3 8 | 3 8 | 3 6 | 3 6 | 3 3 | 3 8 | 3 10 | 4 3 | 3 15 | 3 6 | 3 6 |
| Bhurkunda ... | 3 12 | 3 10 | 3 10 | 3 8 | 3 8 | 3 6 | 3 10 | 3 15 | 4 8 | 4 1 | 3 3 | 3 1 |
| Patratu ... | 3 15 | 3 12 | 3 10 | 3 10 | 3 10 | 3 8 | 3 12 | 3 15 | 4 8 | 4 3 | 3 1 | 3 1 |
| Hendegir ... | 4 1 | 3 15 | 3 15 | 3 15 | 3 12 | 3 12 | 4 1 | 4 3 | 4 12 | 4 8 | 2 13 | 2 13 |
| Ray ... | 4 6 | 4 3 | 4 3 | 4 1 | 4 1 | 3 15 | 4 3 | 4 8 | 4 15 | 4 10 | 2 10 | 2 10 |
| Mc Cluskieganj ... | 4 8 | 4 6 | 4 6 | 4 3 | 4 3 | 4 1 | 4 8 | 4 10 | 5 3 | 4 15 | 2 8 | 2 6 |
| Mahuamilan ... | 4 12 | 4 10 | 4 10 | 4 8 | 4 8 | 4 6 | 4 10 | 4 12 | 5 5 | 5 1 | 2 4 | 2 4 |
| Tori ... | 4 12 | 4 10 | 4 12 | 4 10 | 4 8 | 4 8 | 4 12 | 4 15 | 5 5 | 5 3 | 2 1 | 2 1 |
| Richughuta ... | 5 1 | 4 15 | 4 15 | 4 15 | 4 12 | 4 10 | 5 1 | 5 3 | 5 10 | 5 5 | 1 13 | 1 13 |
| Latehar ... | 5 3 | 5 1 | 5 3 | 5 1 | 5 1 | 4 15 | 5 3 | 5 5 | 5 10 | 5 8 | 1 10 | 1 10 |
| Kumandih, ... | 5 5 | 5 3 | 5 5 | 5 3 | 5 3 | 5 1 | 5 5 | 5 8 | 5 15 | 5 10 | 1 8 | 1 6 |
| Chhipadohar ... | 5 10 | 5 8 | 5 8 | 5 8 | 5 5 | 5 5 | 5 10 | 5 10 | 6 1 | 5 15 | 1 4 | 1 1 |
| Barwadih ... | 5 10 | 5 10 | 5 10 | 5 8 | 5 8 | 5 5 | 5 10 | 5 12 | 6 3 | 6 1 | 1 1 | 0 15 |
| Kechki ... | 5 12 | 5 12 | 5 12 | 5 10 | 5 10 | 5 8 | 5 12 | 5 15 | 6 5 | 6 3 | 0 15 | 0 15 |
| Nimra Ghat ... | 2 4 | 2 1 | 2 4 | 2 1 | 1 15 | 1 15 | 2 4 | 2 6 | 2 15 | 2 10 | 4 15 | 5 5 |
| Parasnath ... | 2 6 | 2 4 | 2 4 | 2 4 | 2 1 | 1 15 | 2 6 | 2 8 | 3 1 | 2 13 | 5 1 | 5 5 |
| Chaudharibandh ... | 2 8 | 2 6 | 2 6 | 2 6 | 2 4 | 2 1 | 2 8 | 2 10 | 3 3 | 2 13 | 5 3 | 5 3 |
| Chichaki ... | 2 10 | 2 8 | 2 8 | 2 6 | 2 6 | 2 4 | 2 10 | 2 13 | 3 6 | 2 15 | 5 1 | 5 1 |
| Hazaribagh Road ... | 2 13 | 2 10 | 2 10 | 2 8 | 2 8 | 2 6 | 2 13 | 2 15 | 3 8 | 3 1 | 4 15 | 5 1 |
| Chobe ... | 2 15 | 2 13 | 2 13 | 2 13 | 2 10 | 2 8 | 2 15 | 3 1 | 3 10 | 3 3 | 4 12 | 4 15 |
| Parasabad ... | 3 1 | 2 15 | 2 15 | 2 15 | 2 13 | 2 10 | 3 1 | 3 3 | 3 12 | 3 8 | 4 10 | 4 10 |
| Sarmatand ... | 3 3 | 3 1 | 3 1 | 3 1 | 2 15 | 2 13 | 3 3 | 3 6 | 3 15 | 3 10 | 4 8 | 4 8 |
| Hirodih ... | 3 6 | 3 3 | 3 3 | 3 1 | 3 1 | 2 15 | 3 6 | 3 8 | 4 1 | 3 10 | 4 6 | 4 8 |
| Kodarma ... | 3 8 | 3 6 | 3 6 | 3 3 | 3 3 | 3 1 | 3 6 | 3 10 | 4 3 | 3 12 | 4 3 | 4 6 |
| Gujhandi ... | 3 10 | 3 8 | 3 8 | 3 6 | 3 6 | 3 3 | 3 8 | 3 12 | 4 6 | 3 15 | 4 1 | 4 3 |
| Dilwa* ... | 3 10 | 3 8 | 3 10 | 3 8 | 3 8 | 3 6 | 3 10 | 3 12 | 4 6 | 4 1 | 3 15 | 4 1 |
| Gurpa ... | 3 15 | 3 12 | 3 12 | 3 12 | 3 10 | 3 8 | 3 15 | 4 1 | 4 10 | 4 6 | 3 12 | 3 12 |
| Paharpur ... | 4 1 | 3 15 | 4 1 | 3 15 | 3 12 | 3 12 | 4 1 | 4 3 | 4 12 | 4 8 | 3 10 | 3 10 |
| Tankuppa ... | 4 6 | 4 1 | 4 3 | 4 1 | 4 1 | 3 15 | 4 3 | 4 6 | 4 15 | 4 10 | 3 6 | 3 8 |
| Bandhua ... | 4 6 | 4 3 | 4 6 | 4 3 | 4 1 | 4 1 | 4 6 | 4 8 | 5 1 | 4 12 | 3 6 | 3 6 |
| Manpur ... | 4 8 | 4 6 | 4 6 | 4 6 | 4 3 | 4 1 | 4 8 | 4 10 | 5 3 | 4 15 | 3 3 | 3 3 |
| Gaya ... | 4 10 | 4 8 | 4 8 | 4 6 | 4 6 | 4 3 | 4 8 | 4 10 | 5 3 | 4 15 | 3 1 | 3 3 |
| Kasthat ... | 4 10 | 4 8 | 4 10 | 4 8 | 4 8 | 4 6 | 4 10 | 4 12 | 5 5 | 5 1 | 2 15 | 3 1 |
| Paralya ... | 4 12 | 4 10 | 4 12 | 4 10 | 4 8 | 4 8 | 4 12 | 4 15 | 5 5 | 5 3 | 2 15 | 2 15 |

* Not open for Coal, Coke and Patent Fuel in full wagon loads.

† Open for Coal for the Engineering Department only.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangi | Palasthali | Panchra | Daltonganj Branch | |
|--------------------------------|--------|--------|----------|--------|---------|----------|----------|----------|------------|---------|-------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Grand Chord.—(Concl'd.) | | | | | | | | | | | | |
| Guraru ... | 4 15 | 4 12 | 4 10 | 4 10 | 4 10 | 4 8 | 4 15 | 5 1 | 5 8 | 5 3 | 2 13 | 2 13 |
| Ismailpore ... | 5 1 | 4 15 | 4 15 | 4 12 | 4 12 | 4 10 | 4 15 | 5 1 | 5 8 | 5 5 | 2 10 | 2 13 |
| Rafiganj ... | 5 1 | 4 15 | 4 15 | 4 15 | 4 15 | 4 12 | 5 3 | 5 3 | 5 10 | 5 5 | 2 10 | 2 10 |
| Jakhim ... | 5 3 | 5 1 | 5 3 | 5 1 | 5 1 | 4 15 | 5 3 | 5 5 | 5 12 | 5 8 | 2 6 | 2 8 |
| Phesar ... | 5 5 | 5 3 | 5 5 | 5 3 | 5 3 | 5 1 | 5 5 | 5 8 | 5 15 | 5 10 | 2 4 | 2 6 |
| Palmerganj ... | 5 8 | 5 5 | 5 5 | 5 5 | 5 3 | 5 3 | 5 8 | 5 10 | 6 1 | 5 12 | 2 1 | 2 4 |
| Sone East Bank ... | 5 10 | 5 8 | 5 8 | 5 8 | 5 5 | 5 5 | 5 10 | 5 10 | 6 1 | 5 15 | 1 15 | 2 1 |
| Daltonganj Branch— | | | | | | | | | | | | |
| Ankorha ... | 5 12 | 5 10 | 5 10 | 5 10 | 5 10 | 5 8 | 5 12 | 5 15 | 6 5 | 6 1 | 1 13 | 1 13 |
| Nabinagar Road ... | 5 15 | 5 12 | 5 15 | 5 12 | 5 12 | 5 10 | 5 15 | 6 1 | 6 5 | 6 3 | 1 8 | 1 10 |
| Japla ... | 6 1 | 6 1 | 6 1 | 5 15 | 5 15 | 5 12 | 6 1 | 6 3 | 6 5 | 6 5 | 1 4 | 1 6 |
| Haidarnagar ... | 6 3 | 6 1 | 6 1 | 6 1 | 6 1 | 5 15 | 6 3 | 6 5 | 6 5 | 6 5 | 1 4 | 1 4 |
| Mohammadganj ... | 6 5 | 6 3 | 6 3 | 6 3 | 6 1 | 6 1 | 6 5 | 6 5 | 6 5 | 6 5 | 1 1 | 1 1 |
| Uitari Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 0 15 | 0 15 |
| Garhwa Road ... | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 1 | 6 5 | 6 5 | 6 5 | 6 5 | 0 15 | 0 15 |
| Rajhara ... | 6 3 | 6 1 | 6 3 | 6 1 | 6 1 | 5 15 | 6 3 | 6 5 | 6 5 | 6 5 | ... | 0 15 |
| Daltonganj ... | 6 1 | 5 15 | 5 15 | 5 15 | 5 12 | 5 12 | 6 1 | 6 1 | 6 5 | 6 5 | 0 15 | 0 15 |
| Dehri-on-Sone ... | 5 10 | 5 8 | 5 10 | 5 8 | 5 8 | 5 5 | 5 10 | 5 12 | 6 3 | 5 15 | 2 1 | 2 1 |
| Via Dehri-on-Sone(a) ... | 5 8 | 5 6 | 5 8 | 5 6 | 5 6 | 5 3 | 5 8 | 5 10 | 6 1 | 5 13 | 1 15 | 1 15 |
| Karwandia ... | 5 12 | 5 10 | 5 10 | 5 10 | 5 10 | 5 8 | 5 12 | 5 15 | 6 5 | 6 1 | 2 4 | 2 4 |
| Sasaram ... | 5 15 | 5 12 | 5 12 | 5 10 | 5 10 | 5 10 | 5 12 | 5 15 | 6 5 | 6 3 | 2 6 | 2 6 |
| Via Sasaram(a) (for ASLRy.) | 5-15-3 | 5-12-3 | 5-12-3 | 5-10-3 | 5-10-3 | 5-10-3 | 5-12-3 | 5-15-3 | 6-5-3 | 6-3-3 | 2-6-3 | 2-6-3 |
| Kumhau ... | 5 15 | 5 12 | 5 15 | 5 12 | 5 12 | 5 10 | 5 15 | 6 1 | 6 5 | 6 3 | 2 6 | 2 8 |
| Shiu Sagar Road ... | 6 1 | 5 15 | 5 15 | 5 15 | 5 12 | 5 12 | 6 1 | 6 1 | 6 5 | 6 5 | 2 8 | 2 10 |
| Kudra ... | 6 3 | 6 1 | 6 1 | 6 1 | 5 15 | 5 15 | 6 1 | 6 3 | 6 5 | 6 5 | 2 10 | 2 13 |
| Pusauli ... | 6 3 | 6 3 | 6 3 | 6 1 | 6 1 | 5 15 | 6 3 | 6 5 | 6 5 | 6 5 | 2 13 | 2 13 |
| Muthani* ... | 6 5 | 6 3 | 6 3 | 6 3 | 6 3 | 6 1 | 6 5 | 6 5 | 6 5 | 6 5 | 2 15 | 2 15 |
| Bhabua Road ... | 6 5 | 6 5 | 6 5 | 6 3 | 6 3 | 6 1 | 6 5 | 6 5 | 6 5 | 6 5 | 2 15 | 3 1 |
| Durgauti ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 5 | 6 5 | 3 1 | 3 3 |
| Karmnasa ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 3 6 | 3 6 |
| Saiyadraja ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 3 6 | 3 8 |
| Chandauli Majhwar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 3 8 | 3 10 |
| Ganj Khwaja* ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 3 10 | 3 12 |
| Moghal Sarai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 3 12 | 3 12 |
| Jeonathpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 3 15 | 3 15 |
| Ahaura Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 3 15 | 4 1 |
| Kylahat ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 1 | 4 3 |
| Chunar ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 3 | 4 6 |
| Dagmagpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 6 | 4 6 |
| Pahara ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 8 | 4 8 |
| Jhingura ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 8 | 4 10 |
| Mirzapur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 10 | 4 12 |
| Bindhachal ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 12 | 4 15 |
| Birohe ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 15 | 4 15 |
| Galpura ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 15 | 5 1 |
| Jigna ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 1 | 5 1 |
| Mandah Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 | 5 3 |
| Unchdih* ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 | 5 5 |
| Meja Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 | 5 5 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for coal, coke and patent fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Daltonganj Branch. | | | | | | | | | | | |
|------------------------------------------|--------------------|-------|--------|-------|----------|-------|-------|-------|---------|-------|----------|-------|
| | Chara | | Toposi | | Singaran | | Ikrah | | Jamuria | | Barabani | |
| | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. |
| Bheerpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Karchana ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Naini ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Allahabad ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Allahabad Fort Br.— | | | | | | | | | | | | |
| Allahabad Fort (a) ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bamhrauli ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Manauri ... | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Manoharganj ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 | 6 10 | 6 3 |
| Bharwari ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 8 | 6 8 | 6 12 | 6 10 | 6 3 |
| Shujaatpur ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 10 | 6 12 | 6 5 |
| Sirathu ... | 6 10 | 6 8 | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 12 | 6 12 | 6 5 |
| Kunwar ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 10 | 6 10 | 6 14 | 6 12 | 6 5 |
| Khaga ... | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 12 | 6 12 | 6 14 | 6 12 | 6 5 |
| Sath Naraini ... | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 12 | 6 12 | 6 14 | 6 14 | 6 5 |
| Rasulabad ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 12 | 6 12 | 6 14 | 6 14 | 6 5 |
| Faiz-ullah-pur ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 12 | 6 14 | 7 1 | 6 14 | 6 5 |
| Fatehpur ... | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 6 14 | 7 1 | 6 14 | 6 5 |
| Kurasti Kalan ... | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 6 14 | 7 1 | 6 5 | 6 5 |
| Malwa ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 14 | 6 14 | 7 3 | 7 1 | 6 5 |
| Kanspur Gogauli* ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 7 1 | 7 3 | 7 1 | 6 5 |
| Bindki Road ... | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 7 1 | 7 1 | 7 3 | 7 1 | 6 5 |
| Karbigwan ... | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 7 1 | 7 1 | 7 3 | 7 3 | 6 5 |
| Sarsaul ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 5 | 7 3 | 6 5 |
| Chakeri ... | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 3 | 6 5 |
| Cawnpore Central Goods Shed Jn. ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 5 | 6 5 |
| Cawnpore Mill Siding (A) ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 5 | 6 5 |
| Cawnpore Mill Siding (B) ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 5 | 6 5 |
| Loco. Foreman's Siding (Anwarganj).§ ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 15 | 7 1 | 7 1 | 7 5 | 7 3 | 6 3 |
| Panki ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 3 | 7 5 | 7 7 | 7 5 | 6 5 |
| Bhaupur ... | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 5 | 7 5 | 7 7 | 7 5 | 6 5 |
| Maitha* ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 5 | 7 5 | 7 7 | 7 7 | 6 5 |
| Rura ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 5 | 7 7 | 7 10 | 7 7 | 6 5 |
| Ambyapur ... | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | 7 10 | 7 7 | 6 5 |
| Jhinjhak ... | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | 7 10 | 7 10 | 6 5 |
| Kanchausi ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 7 | 7 10 | 7 12 | 7 10 | 6 5 |
| Phaphund ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 10 | 7 12 | 7 10 | 6 5 |
| Pata* ... | 7 10 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 10 | 7 10 | 7 12 | 7 12 | 6 8 |
| Achalda ... | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 10 | 7 10 | 7 12 | 7 12 | 6 8 |
| Samhon ... | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 12 | 7 14 | 7 12 | 6 8 |
| Bharthna ... | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 12 | 7 12 | 7 14 | 7 12 | 6 10 |
| Ekdil ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 12 | 7 12 | 7 14 | 7 14 | 6 10 |
| Etawah ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 12 | 7 14 | 8 1 | 7 14 | 6 10 |
| Saral Bhopat* ... | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 8 1 | 7 14 | 6 12 |

* Not open for coal, coke and patent fuel in full wagon loads.

(a) Closed.

§ Open for B., B. & C. I. Ry. Loco. coal only.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra. | Daltonganj Branch | |
|-----------------------------------------|-------|--------|----------|-------|---------|----------|----------|-----------|------------|----------|-------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. |
| Jaswantnagar ... | 7 14 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | 8 1 | 8 1 | 6 12 | 6 12 |
| Balrai* ... | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 14 | 7 14 | 8 1 | 8 1 | 6 12 | 6 12 |
| Bhadan ... | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 3 | 8 1 | 6 12 | 6 12 |
| Kaurara ... | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 3 | 8 1 | 6 14 | 6 14 |
| Shikohabad ... | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 8 1 | 8 1 | 8 3 | 8 3 | 6 14 | 6 14 |
| Shikohabad-Farukhabad Extension— | | | | | | | | | | | | |
| Araon* ... | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 5 | 8 3 | 6 14 | 6 14 |
| Kosma ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 5 | 7 1 | 7 1 |
| Tindauli* ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 3 | 8 3 | 8 7 | 8 5 | 7 1 | 7 1 |
| Mainpuri ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 7 | 8 5 | 7 1 | 7 3 |
| Mainpuri Kachari* ... | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 7 | 8 5 | 7 3 | 7 3 |
| Bhongaon ... | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 7 | 7 3 | 7 3 |
| Mota* ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 10 | 8 7 | 7 3 | 7 3 |
| Nibkarori ... | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | 8 7 | 8 10 | 8 7 | 7 5 | 7 5 |
| Ugarpur* ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 7 | 8 7 | 8 10 | 8 10 | 7 5 | 7 5 |
| Farukhabad (a) ... | 8-2.6 | 8-2.6 | 8-2.6 | 8-2.6 | 8-2.6 | 8-0.6 | 8-2.6 | 8-4.6 | 8-4.6 | 8-7.6 | 7-0.6 | 7-0.6 |
| Makkhanpur ... | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 8 1 | 8 3 | 8 5 | 8 3 | 6 14 | 6 14 |
| Firozabad ... | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 3 | 7 1 | 7 1 |
| Harangau ... | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 5 | 7 1 | 7 1 |
| Tundla ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 3 | 8 3 | 8 7 | 8 5 | 7 1 | 7 1 |
| Agra Branch— | | | | | | | | | | | | |
| Etmadpur ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 3 | 8 5 | 8 7 | 8 5 | 7 1 | 7 1 |
| Kuberpur ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 7 | 8 5 | 7 1 | 7 3 |
| Jumna Bridge ... | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 7 | 7 3 | 7 3 |
| Belanganj ... | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 7 | 7 3 | 7 3 |
| Agra Cant. ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 5 | 8 5 | 8 10 | 8 7 | 7 3 | 7 3 |
| Idgah (Agra)§ ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 3 | 8 3 | 8 8 | 8 5 | 7 1 | 7 1 |
| Barhan ... | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 5 | 7 3 | 7 3 |
| Chamrola* ... | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 7 | 7 3 | 7 3 |
| Jalesar Road ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 7 | 7 3 | 7 3 |
| Pora* ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 5 | 8 7 | 8 10 | 8 7 | 7 3 | 7 3 |
| Hathras ... | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | 8 7 | 8 10 | 8 7 | 7 5 | 7 5 |
| Hathras Kilah ... | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 7 | 8 7 | 8 10 | 8 10 | 7 5 | 7 5 |
| Sasni ... | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 7 | 8 7 | 8 10 | 8 10 | 7 5 | 7 5 |
| Madrak ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 7 | 8 7 | 8 12 | 8 10 | 7 5 | 7 5 |
| Daudkhan* ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 10 | 8 12 | 8 10 | 7 5 | 7 5 |
| Aligarh ... | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 10 | 8 12 | 8 10 | 7 7 | 7 7 |
| Mehrawal ... | 8 10 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 12 | 7 7 | 7 7 |
| Kulwa* ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 10 | 8 10 | 8 12 | 8 12 | 7 7 | 7 7 |
| Somna ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 10 | 8 12 | 8 14 | 8 12 | 7 7 | 7 7 |
| Damar* ... | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 14 | 8 12 | 7 10 | 7 10 |
| Khurja Jn. ... | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 14 | 8 14 | 7 10 | 7 10 |

* Not open for coal, coke and patent fuel in full wagon loads.

(a) The rates for coal, coke and patent fuel for the use of Foreign Railways are Re. 0-4-0 per ton less than these rates. These rates are not subject to the levy of the E. I. Ry. receiving and terminal charge of Re. 0-2-0 per ton.

§ Open for B. B. & C. I. Ry. Loco. coal only.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthalli | Panchra | Daltonganj Branch | |
|------------------------------|-------|--------|----------|-------|---------|----------|----------|-----------|-------------|---------|-------------------|---------|
| | | | | | | | | | | | Rajhara | Rajhara |
| | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. |
| Khurja-Hapur Section— | | | | | | | | | | | | |
| Khurja City | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 12 | 8 12 | 9 0 | 8 14 | 7 10 | 7 10 |
| Maman* | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 9 0 | 8 14 | 7 10 | 7 10 |
| Bulandshahr | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 0 | 8 14 | 7 12 | 7 12 |
| Baral | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 14 | 8 14 | 9 0 | 9 0 | 7 12 | 7 12 |
| Gulaothi | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 3 | 9 0 | 7 12 | 7 12 |
| Hafizpur* | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 9 3 | 9 0 | 7 14 | 7 14 |
| Hapur | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 3 | 9 0 | 7 14 | 7 14 |
| Sikandarpur | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 12 | 8 12 | 9 0 | 8 14 | 7 10 | 7 10 |
| Chola | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 9 0 | 8 14 | 7 10 | 7 10 |
| Wair* | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 9 0 | 8 14 | 7 10 | 7 12 |
| Dankaur | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 0 | 9 0 | 7 12 | 7 12 |
| Ajalpur | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 14 | 8 14 | 9 0 | 9 0 | 7 12 | 7 12 |
| Dadri | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 3 | 9 0 | 7 12 | 7 12 |
| Maripat* | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 3 | 9 0 | 7 14 | 7 14 |
| Ghaziabad | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 9 3 | 9 3 | 7 14 | 7 14 |
| Delhi† | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 3 | 9 5 | 9 3 | 7 14 | 8 1 |
| Kashi | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 3 15 | 3 15 |
| Benares Cant. | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 1 | 4 1 |
| Lohta | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 1 | 4 3 |
| Chaukhandi | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 3 | 4 6 |
| Kapsethi | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 8 | 4 8 |
| Parsipur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 8 | 4 10 |
| Bhadohi | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 10 | 4 12 |
| Mondh | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 12 | 4 12 |
| Suriawan | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 15 | 4 15 |
| Sarai Kansrai | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 1 | 5 1 |
| Janghai | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 1 | 5 3 |
| Nibhapur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 | 5 3 |
| Badshahpur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 | 5 5 |
| Suwansa | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 | 5 5 |
| Gaura | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 8 5 | 8 5 |
| Dandupur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 | 5 10 | 5 10 |
| Pirthiganj | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 | 5 10 | 5 10 |
| Partabgarh Oudh | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 5 12 | 5 12 |
| Prayag | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 5 12 | 5 12 |
| Phaphamau | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 | 5 10 | 5 10 |
| Siwait | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 5 12 | 5 12 |
| Mau Alma | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 5 15 | 5 15 |
| Bishnathganj | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 5 15 | 5 15 |
| Bhupia Mau† | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 5 12 | 5 12 |
| Kohndaur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 5 15 | 5 15 |
| Pipapur | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 | 6 8 | 6 1 | 6 1 |
| Sultanpur | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 6 3 | 6 3 |
| Dwarkaganj | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 | 6 8 | 6 5 | 6 5 |
| Kurebhar | 6 8 | 6 8 | 6 5 | 6 8 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 | 6 10 | 6 5 | 6 3 |
| Khajurhat | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 8 | 6 10 | 6 12 | 6 10 | 6 3 | 6 5 |

* Not open for coal, coke and patent fuel in full wagon loads.

† Coal, coke and patent fuel for the public cannot be booked to Delhi station itself.

‡ Open for goods traffic up to 81 maunds per day.

• N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding and terminal charge of Re. 0-4-0 per ton and a receiving and terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Daltonganj Branch. | | | | | | | | | | | |
|-------------------|--------------------|-------|--------|-------|----------|-------|-------|-------|---------|-------|----------|-------|
| | Chara | | Toposi | | Singaran | | Ikrah | | Jamuria | | Barabani | |
| | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. |
| Malethu Kanak† | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 10 | 6 12 | 6 10 | 6 5 |
| Bharatkund ... | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 12 | 6 10 | 6 5 |
| Tharwal ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 | 5 10 |
| Seral Chandi ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 | 5 8 |
| Phulpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 |
| Bibipur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 |
| Barya Ram * | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 |
| Jarauna ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 |
| Barsathi* ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 |
| Bhanaur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 |
| Mariahu ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 1 |
| Salkhapur † | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 15 |
| Chilbila ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 5 12 |
| Jagesharganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 8 | 5 15 |
| Antu ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 5 15 |
| Amethi ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 | 6 10 | 6 1 |
| Gauriganj ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 8 | 6 10 | 6 12 | 6 10 | 6 3 |
| Bani ... | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 12 | 6 10 | 6 5 |
| Jais ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 12 | 6 12 | 6 5 |
| Furtaganj ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 10 | 6 10 | 6 14 | 6 12 | 6 5 |
| Rupamau ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 12 | 6 14 | 6 12 | 6 5 |
| Rae Bareli ... | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 12 | 6 12 | 6 14 | 6 14 | 6 5 |
| Gangaganj ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 12 | 6 12 | 6 14 | 6 14 | 6 5 |
| Harchandpur ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 12 | 6 14 | 7 1 | 6 14 | 6 5 |
| Kundanganj ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 7 1 | 6 14 | 6 5 | 6 5 |
| Bachhrawan ... | 6 14 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 7 1 | 7 1 | 6 5 | 6 5 |
| Nigohan ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 14 | 6 14 | 7 3 | 7 1 | 6 5 |
| Mohanlalaganj ... | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 7 1 | 7 3 | 7 1 | 6 5 |
| Utraitia ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 14 | 7 1 | 7 3 | 7 3 | 6 5 |
| Lucknow ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 7 1 | 7 1 | 7 3 | 7 3 | 6 5 |
| Jaunpur Kutchery | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 15 |
| Baksha ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 1 |
| Srikrishnanagar | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 |
| Harpalganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 |
| Keoripur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 | 5 8 |
| Lambhua ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 | 5 10 |
| Manyari ... | 6 8 | 6 5 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 | 6 10 | 6 3 |
| Musafirkhanna | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 8 | 6 10 | 6 12 | 6 10 | 6 3 |
| Nihalgarh ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 12 | 6 12 | 6 5 |
| Inhauna ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 12 | 6 14 | 6 12 | 6 5 |
| Haidergarh ... | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | 6 12 | 6 12 | 6 14 | 6 14 | 6 5 |
| Bhilwal ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 7 1 | 6 14 | 6 5 |
| Rahmatnagar ... | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 6 14 | 7 1 | 6 14 | 6 5 |
| Anupganj ... | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 6 14 | 7 1 | 7 1 | 6 5 |
| Shijpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 1 |
| Babatpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 6 |
| Khalishpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 8 |

* Not open for coal in full wagon loads.

† Open for goods traffic up to 81 maunds per day.

‡ Open for coal traffic up to 50 maunds per consignment.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singarai | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra | Daltonganj Branch | |
|--------------------|-------|--------|----------|-------|---------|----------|----------|-----------|------------|---------|-------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. |
| Jalalganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 10 | 4 10 |
| Sarkoni ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 10 | 4 12 |
| Zafarabad ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 12 | 4 12 |
| Jaunpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 4 15 | 4 15 |
| Mihhawan ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 1 | 5 1 |
| Kheta Sarai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 3 | 5 3 |
| Shahganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 | 5 5 |
| Bilwai ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 5 5 | 5 8 |
| Malipur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 5 | 5 10 | 5 10 |
| Jafarganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 5 10 | 5 12 |
| Akbarpur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 5 12 | 5 12 |
| Surapur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 5 15 | 5 15 |
| Tanda ... | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 6 1 | 6 1 |
| Katahari ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 5 15 | 5 15 |
| Goshainganj ... | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 | 6 8 | 6 1 | 6 1 |
| Ulna Bhari ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 | 6 10 | 6 3 | 6 3 |
| Bilhar Ghat ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 8 | 6 10 | 6 12 | 6 10 | 6 3 | 6 5 |
| Darshannagar ... | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 10 | 6 12 | 6 10 | 6 5 | 6 5 |
| Ajodhya ... | 6 10 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 12 | 6 10 | 6 5 | 6 5 |
| Fyzabad City ... | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 12 | 6 12 | 6 5 | 6 5 |
| Fyzabad ... | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 12 | 6 12 | 6 5 | 6 5 |
| Salarpur ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 10 | 6 10 | 6 14 | 6 12 | 6 5 | 6 5 |
| Sohwal ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 12 | 6 14 | 6 12 | 6 5 | 6 5 |
| Deorakot* ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Baragaon ... | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 12 | 6 12 | 6 14 | 6 14 | 6 5 | 6 5 |
| Rudauli ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 12 | 6 12 | 7 1 | 6 14 | 6 5 | 6 5 |
| Rauzagaon§ ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 12 | 6 14 | 7 1 | 6 14 | 6 5 | 6 5 |
| Patranja ... | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 7 1 | 6 14 | 6 5 | 6 5 |
| Daryabad ... | 6 14 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 | 6 14 | 6 14 | 7 1 | 7 1 | 6 5 | 6 5 |
| Saidkhanpur ... | 8 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 14 | 6 14 | 7 3 | 7 1 | 6 5 | 6 5 |
| Safdaraganj ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 7 1 | 7 3 | 7 1 | 6 5 | 6 5 |
| Rasauli ... | 7 1 | 6 14 | 7 1 | 6 14 | 6 14 | 6 14 | 7 1 | 7 1 | 7 3 | 7 3 | 6 5 | 6 5 |
| Barabanki ... | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 7 1 | 7 1 | 7 3 | 7 3 | 6 5 | 6 5 |
| Jahangirabad ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 6 14 | 7 1 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Bindaura ... | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Burhwal ... | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 5 | 6 5 | 6 5 |
| Mahadewa ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 5 | 6 5 | 6 5 |
| Bahramghat ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 3 | 7 3 | 7 7 | 7 5 | 6 5 | 6 5 |
| Jugaur ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Malhaur ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Sarai Gopal§ ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 5 12 | 5 12 |
| Atrapur ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 5 12 | 5 12 |
| Ramchaura Road ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 5 15 | 5 15 |
| Lalgopalganj ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 10 | 6 8 | 5 15 | 6 1 |
| Bhadri ... | 6 8 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 | 6 8 | 6 1 | 6 1 |

§ Not open for coal in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates, subject to the maximum of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in para. 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra | Daltonganj Branch. | |
|--------------------|-------|--------|----------|-------|---------|----------|----------|-----------|------------|---------|--------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. | Rs.a. |
| Harnamganj ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 | 6 10 | 6 3 | 6 3 |
| Gotni ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 5 | 6 8 | 6 10 | 6 12 | 6 10 | 6 3 | 6 5 |
| Pariawan ... | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 8 | 6 10 | 6 12 | 6 10 | 6 5 | 6 5 |
| Unchahar ... | 6 10 | 6 10 | 6 10 | 6 8 | 6 8 | 6 8 | 6 10 | 6 10 | 6 12 | 6 12 | 6 5 | 6 5 |
| Lachhmanpur... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 14 | 6 12 | 6 5 | 6 5 |
| Daryapur ... | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 12 | 6 12 | 6 14 | 6 14 | 6 5 | 6 5 |
| Ishwardaspur ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 8 | 6 10 | 6 10 | 6 14 | 6 12 | 6 5 | 6 5 |
| Jalalpur Dhali ... | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 10 | 6 12 | 6 14 | 6 12 | 6 5 | 6 5 |
| Dalmau ... | 6 12 | 6 12 | 6 12 | 6 10 | 6 10 | 6 10 | 6 12 | 6 12 | 6 14 | 6 14 | 6 5 | 6 5 |
| Ubarni ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 12 | 6 12 | 7 1 | 6 14 | 6 5 | 6 5 |
| Lalganj ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 10 | 6 12 | 6 14 | 7 1 | 6 14 | 6 5 | 6 5 |
| Raghuraj Singh ... | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 6 14 | 7 1 | 6 14 | 6 5 | 6 5 |
| Biswara ... | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 12 | 6 14 | 6 14 | 7 1 | 7 1 | 6 5 | 6 5 |
| Takla ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 12 | 6 12 | 6 14 | 6 14 | 7 1 | 7 1 | 6 5 | 6 5 |
| Bighapur ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 7 1 | 7 3 | 7 1 | 6 5 | 6 5 |
| Tikauli Rawatpur § | 7 1 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 7 1 | 7 1 | 7 3 | 7 1 | 6 5 | 6 5 |
| Achalganj ... | 7 1 | 7 1 | 7 1 | 6 14 | 6 14 | 6 14 | 7 1 | 7 1 | 7 3 | 7 3 | 6 5 | 6 5 |
| Amausi ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 6 5 | 6 5 |
| Harauni ... | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 5 | 6 5 | 6 5 |
| Jaitipur ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 3 | 7 3 | 7 7 | 7 5 | 6 5 | 6 5 |
| Ajgain ... | 7 3 | 7 1 | 7 3 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 5 | 6 5 | 6 5 |
| Sonik ... | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Unao Jn. ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Unao Mills* ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Magarwara ... | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Iuhi ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 5 | 6 5 | 6 5 |
| Makhi ... | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Safipur ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 3 | 7 3 | 7 7 | 7 5 | 6 5 | 6 5 |
| Ugu ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 5 | 7 7 | 7 5 | 6 5 | 6 5 |
| Bangarmau ... | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 5 | 7 5 | 7 7 | 7 7 | 6 5 | 6 5 |
| Ganjmuradabad ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 5 | 7 5 | 7 10 | 7 7 | 6 5 | 6 5 |
| Malianwan ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 7 | 7 10 | 7 7 | 6 5 | 6 5 |
| Alamnagar ... | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Kakori ... | 7 3 | 7 1 | 7 1 | 7 1 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 3 | 6 5 | 6 5 |
| Malihabad ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 1 | 7 3 | 7 3 | 7 5 | 7 5 | 6 5 | 6 5 |
| Dilawarnagar ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 1 | 7 3 | 7 3 | 7 7 | 7 5 | 6 5 | 6 5 |
| Rahimabad ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 5 | 7 7 | 7 5 | 6 5 | 6 5 |
| Sandila ... | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 5 | 7 5 | 7 7 | 7 5 | 6 5 | 6 5 |
| Umar Tali § ... | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 5 | 7 5 | 7 7 | 7 7 | 6 5 | 6 5 |
| Dalelnagar ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 5 | 7 5 | 7 7 | 7 7 | 6 5 | 6 5 |
| Balamau Jn. ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 7 | 7 10 | 7 7 | 6 5 | 6 5 |

* Open for consignments in full wagon loads for Unao Sugar Works only.

§ Not open for coal in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Daltonganj Branch | | | | | | | | | | | | |
|----------------------|-------------------|--------|----------|--------|---------|----------|----------|-----------|------------|----------|---------|----------------|--|
| | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra. | Rajhara | Rajhara Siding | |
| | | | | | | | | | | | Rajhara | Rajhara Siding | |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Arseni ... | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | 7 10 | 7 7 | 6 5 | 6 5 | |
| Beniganj ... | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | 7 10 | 7 10 | 6 5 | 6 5 | |
| Nimsar ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 7 | 7 7 | 7 12 | 7 10 | 6 5 | 6 5 | |
| Misrikh Tirath ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 10 | 7 12 | 7 10 | 6 5 | 6 8 | |
| Ramkot ... | 7 10 | 7 7 | 7 10 | 7 7 | 7 7 | 7 7 | 7 10 | 7 10 | 7 12 | 7 12 | 6 8 | 6 8 | |
| Sitapur City ... | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 10 | 7 10 | 7 14 | 7 12 | 6 8 | 6 8 | |
| Sitapur Cant.... | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 10 | 7 12 | 7 14 | 7 12 | 6 8 | 6 8 | |
| Atwa ... | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | 7 10 | 7 10 | 6 5 | 6 5 | |
| Madhoganj ... | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | 7 10 | 7 10 | 6 5 | 6 5 | |
| Bilgram ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 7 | 7 7 | 7 12 | 7 10 | 6 5 | 6 5 | |
| Auhadpur ... | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 10 | 7 10 | 7 12 | 7 10 | 6 8 | 6 8 | |
| Baghauri ... | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | 7 10 | 7 7 | 6 5 | 6 5 | |
| Masit ... | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | 7 10 | 7 10 | 6 5 | 6 5 | |
| Karna ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 7 | 7 7 | 7 10 | 7 10 | 6 5 | 6 5 | |
| Hardoi ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 7 | 7 10 | 7 12 | 7 10 | 6 5 | 6 5 | |
| Kaurha ... | 7 10 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 10 | 7 10 | 7 12 | 7 10 | 6 8 | 6 8 | |
| Behta Gokul ... | 7 10 | 7 10 | 7 10 | 7 7 | 7 7 | 7 7 | 7 10 | 7 10 | 7 12 | 7 12 | 6 8 | 6 8 | |
| Todarpur ... | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 7 | 7 10 | 7 10 | 7 14 | 7 12 | 6 8 | 6 8 | |
| Anjhi ... | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 12 | 7 14 | 7 12 | 6 8 | 6 8 | |
| Aigawan ... | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 12 | 7 14 | 7 12 | 6 10 | 6 10 | |
| Kahilia ... | 7 12 | 7 10 | 7 12 | 7 10 | 7 10 | 7 10 | 7 12 | 7 12 | 7 14 | 7 14 | 6 10 | 6 10 | |
| Rosa Jn. ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 12 | 7 12 | 7 14 | 7 14 | 6 10 | 6 10 | |
| Unchaulia ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 8 1 | 7 14 | 6 10 | 6 12 | |
| Jung Bahadurganj ... | 7 14 | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | 8 1 | 8 1 | 6 12 | 6 12 | |
| Jahanikhera ... | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | 8 1 | 7 14 | 6 12 | 6 12 | |
| Maigalganj ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 8 1 | 7 14 | 6 10 | 6 10 | |
| Neri ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 12 | 7 12 | 8 1 | 7 14 | 6 10 | 6 10 | |
| Maholi ... | 7 12 | 7 12 | 7 12 | 7 10 | 7 10 | 7 10 | 7 12 | 7 12 | 7 14 | 7 14 | 6 10 | 6 10 | |
| Hempur ... | 7 12 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 10 | 7 12 | 7 14 | 7 12 | 6 10 | 6 10 | |
| Shahjahanpur ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 10 | 7 12 | 7 14 | 8 1 | 7 14 | 6 10 | 6 10 | |
| Banthra ... | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 8 1 | 7 14 | 6 12 | 6 12 | |
| Tilhar ... | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | 8 1 | 8 1 | 6 12 | 6 12 | |
| Miranpur Katra ... | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 14 | 7 14 | 8 3 | 8 1 | 6 12 | 6 12 | |
| Bilpur ... | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 3 | 8 1 | 6 12 | 6 12 | |
| Tisna ... | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 3 | 8 1 | 6 14 | 6 14 | |
| Pitambarpur ... | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 3 | 8 3 | 6 14 | 6 14 | |
| Rasnia ... | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 7 14 | 8 1 | 8 1 | 8 5 | 8 3 | 6 14 | 6 14 | |
| Bareilly Jn. ... | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 5 | 8 3 | 6 14 | 7 1 | |
| Ramganga ... | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 3 | 7 1 | 7 1 | |
| Ramganga Cabin ... | 8 3 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 5 | 7 1 | 7 1 | |
| Basharatganj ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 5 | 7 1 | 7 1 | |
| Aonla ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 7 | 8 5 | 7 1 | 7 1 | |
| Karangi ... | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 5 | 7 3 | 7 3 | |
| Dabara ... | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 7 | 7 3 | 7 3 | |

• N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra | Daltonganj Branch | |
|-------------------------|--------|--------|----------|--------|---------|----------|----------|-----------|------------|---------|-------------------|----------------|
| | | | | | | | | | | | Rajhara | Rajhara Siding |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Asafpur ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 5 | 8 5 | 8 10 | 8 7 | 7 3 | 7 3 |
| Chandausi ... | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | 8 7 | 8 10 | 8 7 | 7 5 | 7 5 |
| Bahjoi ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 7 | 8 7 | 8 12 | 8 10 | 7 5 | 7 5 |
| Dhanari ... | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 10 | 7 7 | 7 7 |
| Babrala ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 12 | 7 7 | 7 7 |
| Raighat Narora ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 10 | 8 10 | 8 14 | 8 12 | 7 7 | 7 7 |
| Dibai ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 14 | 8 12 | 7 7 | 7 7 |
| Atrauli Road ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 14 | 8 12 | 7 7 | 7 10 |
| Harduaganj ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 12 | 7 7 | 7 7 |
| Manzurgarhi ... | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 12 | 7 7 | 7 7 |
| Clutterbuckganj ... | 8 3 | 8 1 | 8 3 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 5 | 7 1 | 7 1 |
| Bhitauna ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 5 | 7 1 | 7 1 |
| Dhanata ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 1 | 8 3 | 8 5 | 8 7 | 8 5 | 7 1 | 7 1 |
| Nagaria Sadat ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 7 | 8 5 | 7 1 | 7 3 |
| Milak ... | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 7 | 7 3 | 7 3 |
| Duganpur ... | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 7 | 8 7 | 7 3 | 7 3 |
| Dhamora ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 5 | 8 5 | 8 10 | 8 7 | 7 3 | 7 3 |
| Shahzad Nagar ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 5 | 8 7 | 8 10 | 8 7 | 7 3 | 7 3 |
| Rampur ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | 8 10 | 8 7 | 7 3 | 7 5 |
| Mundha Pande ... | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | 8 7 | 8 10 | 8 7 | 7 5 | 7 5 |
| Dalpatpur ... | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 7 | 8 7 | 8 10 | 8 10 | 7 5 | 7 5 |
| Kathghar * ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 7 | 8 7 | 8 12 | 8 10 | 7 5 | 7 5 |
| Moradabad ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 7 | 8 10 | 8 12 | 8 10 | 7 5 | 7 5 |
| Kandarki ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 10 | 8 12 | 8 10 | 7 5 | 7 7 |
| Raja-ka-Sahaspur ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 7 | 8 10 | 8 12 | 8 10 | 7 5 | 7 5 |
| Sambhal Hatim Sarai ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 12 | 7 7 | 7 7 |
| Sirsi Makhdumpur ... | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 10 | 7 7 | 7 7 |
| Jargaon ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 7 | 8 7 | 8 10 | 8 10 | 7 5 | 7 5 |
| Hakeempur ... | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 10 | 7 7 | 7 7 |
| Kailsa ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 12 | 7 7 | 7 7 |
| Amroha ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 10 | 8 12 | 8 14 | 8 12 | 7 7 | 7 7 |
| Kafurpur ... | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 14 | 8 12 | 7 10 | 7 10 |
| Gajrola ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 12 | 8 12 | 8 14 | 8 14 | 7 10 | 7 10 |
| Sherpur ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 9 0 | 8 14 | 7 10 | 7 10 |
| Mandi Danaura ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 9 0 | 8 14 | 7 10 | 7 12 |
| Chandpur Siau ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 14 | 8 14 | 9 0 | 9 0 | 7 12 | 7 12 |
| Sisauna ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 3 | 9 0 | 7 12 | 7 12 |
| Haldaur ... | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 9 3 | 9 0 | 7 14 | 7 14 |
| Khari Jhalu ... | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 9 3 | 9 3 | 7 14 | 7 14 |
| Bijnor ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 9 0 | 9 0 | 9 5 | 9 3 | 7 14 | 7 14 |
| Basikiratpur ... | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 9 0 | 9 0 | 9 3 | 9 3 | 7 14 | 7 14 |

* Not open for coal in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at this rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

N.B.—A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | | | | | | | | | | | | | | | Daltonganj Branch | |
|---------------------------------------|--------|--------|----------|--------|---------|----------|----------|-----------|------------|---------|---------|----------------|--------|--------|-------------------|--------|
| | Chara | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Palasthali | Panchra | Rajhara | Rajhara Siding | | | | |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Kankhather ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 12 | 8 12 | 9 0 | 8 14 | 7 10 | 7 10 | | | | |
| Garhmukhtesar ... | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 0 | 8 14 | 7 12 | 7 12 | | | | |
| Simbhaoli ... | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 0 | 9 0 | 7 12 | 7 12 | | | | |
| Kuchesar Road ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 14 | 8 14 | 9 3 | 9 0 | 7 12 | 7 12 | | | | |
| Babugarh ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 14 | 9 0 | 8 3 | 9 0 | 7 12 | 7 12 | | | | |
| Pilkhuwa ... | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 9 3 | 9 3 | 7 14 | 7 14 | | | | |
| Dasna ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 9 0 | 9 3 | 9 5 | 9 3 | 7 14 | 7 14 | | | | |
| Panchi ... | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 9 3 | 9 3 | 7 14 | 7 14 | | | | |
| Kharkhauda ... | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 9 0 | 9 0 | 9 3 | 9 3 | 7 14 | 7 14 | | | | |
| Meerut City ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 3 | 9 5 | 9 3 | 7 14 | 8 1 | | | | |
| Harthala § ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 10 | 8 12 | 8 10 | 7 5 | 7 7 | | | | |
| Aghwanpur ... | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 10 | 7 7 | 7 7 | | | | |
| Matlabpur ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 7 | 8 10 | 8 10 | 8 12 | 8 12 | 7 7 | 7 7 | | | | |
| Kanth ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 7 | 8 10 | 8 10 | 8 14 | 8 12 | 7 7 | 7 7 | | | | |
| Mewa Nawada ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 14 | 8 12 | 7 7 | 7 7 | | | | |
| Seohara ... | 8 12 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 14 | 8 14 | 7 10 | 7 10 | | | | |
| Chakrajmal ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 12 | 8 12 | 9 0 | 8 14 | 7 10 | 7 10 | | | | |
| Dhampur ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 10 | 8 12 | 8 12 | 9 0 | 8 14 | 8 10 | 7 10 | | | | |
| Puraini ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 9 0 | 8 14 | 7 10 | 7 12 | | | | |
| Nagina ... | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 0 | 8 14 | 7 12 | 7 12 | | | | |
| Bundki ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 0 | 7 12 | 7 12 | | | | |
| Najibabad ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 3 | 9 0 | 7 12 | 7 12 | | | | |
| Sanah Road ... | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 9 5 | 9 3 | 7 14 | 7 14 | | | | |
| Kotdwara ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 9 0 | 9 0 | 9 3 | 9 3 | 7 14 | 7 14 | | | | |
| Muazzampur Narain ... | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 9 3 | 9 0 | 7 14 | 7 14 | | | | |
| Chandok ... | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | 9 5 | 9 3 | 7 14 | 7 14 | | | | |
| Balawali ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 9 0 | 9 0 | 9 5 | 9 3 | 7 14 | 7 14 | | | | |
| Raisi ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 3 | 9 5 | 9 3 | 7 14 | 7 14 | | | | |
| Lhaksar ... | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 3 | 9 3 | 9 5 | 9 3 | 8 1 | 8 1 | | | | |
| Daushi ... | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 3 | 9 3 | 9 7 | 9 5 | 8 1 | 8 1 | | | | |
| Aithal ... | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 3 | 9 3 | 9 7 | 9 5 | 8 1 | 8 1 | | | | |
| Pathri ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 3 | 9 3 | 9 7 | 9 5 | 8 1 | 8 1 | | | | |
| Jawalapur ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 7 | 9 5 | 8 1 | 8 1 | | | | |
| Hardwar ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 5 | 9 5 | 8 1 | 8 3 | | | | |
| Landhaura ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 3 | 9 3 | 9 5 | 9 5 | 8 1 | 8 1 | | | | |
| Roorkee ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 3 | 9 3 | 9 7 | 9 5 | 8 1 | 8 1 | | | | |
| Iqbalpur ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 7 | 9 5 | 8 1 | 8 3 | | | | |
| Chodiala ... | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 7 | 9 5 | 8 3 | 8 3 | | | | |
| Baliakheri ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 5 | 9 5 | 9 7 | 9 7 | 8 3 | 8 3 | | | | |
| Khan Alampur West* ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 5 | 9 7 | 9 9 | 9 7 | 8 3 | 8 3 | | | | |
| Saharanpur ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 5 | 9 7 | 9 9 | 9 7 | 8 3 | 8 3 | | | | |
| Via Saharanpur (a) (for S. S. L. Ry.) | 9-7-6 | 9-7-6 | 9-7-6 | 9-7-6 | 9-7-6 | 9-5-6 | 9-7-6 | 9-9-6 | 9-11-6 | 9-9-6 | 8-5-6 | 8-5-6 | | | | |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

§ Not open for Coal in wagon loads.

Open only for Military traffic as well as Railway Materials and Stores including Railway coal.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardih and Katragarh | Chandrapura | Phusro | Bernu | Ranchi Road | Barkakana | Ray | Giridih Branch. | | |
|----------------------------------------------|-------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|-----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| Chitpur & via† | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Ultadanga | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Cossipore Road (E. B.)§ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Calcutta (Sealdah)¶ | 4-8-6 | (b) | ... | (b) | ... | (b) | 6-7-6 | 5-5-6 | 5-5-6 | 5-5-6 |
| Kidderpore Docks | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Howrah | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Via Howrah (for H. A. and H. S. L. Rys.)† | 4 4 | (b) | ... | (b) | ... | (b) | 6 3 | 5 1 | 5 1 | 5 1 |
| Belur (c) | 4 6 | (d)4 7 | ... | (d)4 9 | ... | (d)5 1 | 6 5 | 5 3 | 5 3 | 5 3 |
| Howrah-Burdwan Chord | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Dankuni | 4 1 | 4 10 | ... | 4 15 | ... | 5 10 | 6 3 | 4 15 | 4 15 | 4 15 |
| Begumpur | 3 15 | 4 8 | ... | 4 12 | ... | 5 10 | 6 3 | 4 12 | 4 12 | 4 15 |
| Monirampur | 3 15 | 4 8 | ... | 4 12 | ... | 5 8 | 6 1 | 4 10 | 4 10 | 4 12 |
| Chandanpur | 3 10 | 4 3 | ... | 4 8 | ... | 5 5 | 5 15 | 4 8 | 4 8 | 4 10 |
| Belmuri | 3 8 | 4 3 | ... | 4 6 | ... | 5 5 | 5 15 | 4 6 | 4 6 | 4 8 |
| Gurup | 3 6 | 3 15 | ... | 4 3 | ... | 5 3 | 5 12 | 4 3 | 4 3 | 4 6 |
| Jaugram | 3 6 | 3 15 | ... | 4 3 | ... | 5 1 | 5 10 | 4 1 | 4 1 | 4 3 |
| Masagram | 3 3 | 3 12 | ... | 4 1 | ... | 5 1 | 5 10 | 4 1 | 4 1 | 4 1 |
| Palla Road* | 3 1 | 3 10 | ... | 3 15 | ... | 4 15 | 5 8 | 3 15 | 3 15 | 4 1 |
| Bally | 4 6 | ... | ... | ... | ... | ... | 6 5 | 5 1 | 5 1 | 5 3 |
| Uttarpara* | 4 6 | ... | ... | ... | ... | ... | 6 5 | 5 1 | 5 1 | 5 3 |
| Konnagar | 4 3 | (b) | ... | (b) | ... | (b) | 6 5 | 5 1 | 5 1 | 5 1 |
| Rishra Siding | 4 3 | ... | ... | ... | ... | ... | 6 5 | 5 1 | 5 1 | 5 1 |
| Serampore | 4 3 | ... | ... | ... | ... | ... | 6 5 | 4 15 | 4 15 | 5 1 |
| Sheoraphuli | 4 1 | 4 10 | ... | 4 15 | ... | 5 12 | 6 5 | 4 15 | 4 15 | 5 1 |
| T. B. Railway— | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Dearah | 4 3 | 4 12 | ... | 5 1 | ... | 5 12 | 6 5 | 5 1 | 5 1 | 5 1 |
| Nasibpur* | 4 3 | 4 12 | ... | 5 1 | ... | 5 12 | 6 5 | 5 1 | 5 1 | 5 1 |
| Singur | 4 3 | 4 15 | ... | 5 1 | ... | 5 15 | 6 5 | 5 1 | 5 1 | 5 3 |
| Kamarkundu | 4 6 | 4 15 | ... | 5 1 | ... | 5 15 | 6 5 | 5 1 | 5 1 | 5 3 |
| Nalikul | 4 6 | 4 15 | ... | 5 3 | ... | 5 15 | 6 5 | 5 3 | 5 3 | 5 3 |
| Haripal | 4 8 | 5 1 | ... | 5 3 | ... | 6 1 | 6 5 | 5 3 | 5 3 | 5 5 |
| Kalkala* | 4 8 | 5 1 | ... | 5 3 | ... | 6 1 | 6 5 | 5 3 | 5 3 | 5 5 |
| Bahirkhand | 4 8 | 5 1 | ... | 5 5 | ... | 6 1 | 6 5 | 5 5 | 5 5 | 5 5 |
| Tarakeswar | 4 10 | 5 3 | ... | 5 5 | ... | 6 3 | 6 5 | 5 5 | 5 5 | 5 5 |

(a) These rates include a terminal charge of Re. 0-4-6 per ton (and not Re. 0-2-0 per ton the usual charge) due at the receiving end.

(b) For special rates between these points see page 40.

(c) Open for coal, coke and patent fuel in full wagon loads only for the National Iron and Steel Co.'s Siding. A siding charge of Re. 0-0-10 per ton is leviable in addition.

(d) These are special rates.

* Not open for coal, coke and patent fuel in full wagon loads.

† These rates do not include the transhipment charge. The receiving end terminal charge of Re. 0-2-0 per ton is not leviable in these cases.

‡ An extra charge of Re. 0-2-3 per ton must be levied in booking to and from Chitpur Ghat and not Chitpur station.

§ Coal for the Calcutta Electric Supply Corporation Siding, Suraj Jute Press Siding, New Jheel Press Siding, Gun Foundry Siding, Calcutta Corporation and its contractors on account of Tala Pumping Station and Messrs. Mohatta Bros. may only be booked to this station. Extra charges, where due, must be levied in addition.

¶ In booking to the sidings served via Sealdah the extra charges, where leviable, must be levied in addition.

Note.—These rates are inclusive of the E. I. Ry. forwarding end terminal charge of Re. 0-4-0 and receiving end terminal charge of Re. 0-2-0 per ton.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28, of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| STATIONS TO | Kusunda, Jherlah, Pachardihi and Katrasgarh | Chandrapura | Phursro | Berma | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|--------------------------------------------------------------|---------------------------------------------------|-------------|---------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Baldyabati* ... | 4 1 | 4 10 | ... | 4 15 | ... | 5 12 | 6 3 | 4 15 | 4 15 | 4 15 |
| Bhadreswar Ghat ... | 4 1 | ... | ... | ... | ... | ... | 6 3 | 4 15 | 4 12 | 4 15 |
| Victoria Jute Mills and Shamnagar North Mills Sidings. | 4 1 | (b) | ... | (b) | ... | (b) | 6 3 | 4 15 | 4 15 | 4 15 |
| Dalhousie Jute Mills and Champdany Jute Mills Sidings. | 4 1 | ... | ... | ... | ... | ... | 6 5 | 4 15 | 4 15 | 5 1 |
| North-brook and Angus Jute Mills Sidings | 4 1 | (b) | ... | (b) | ... | (b) | 6 3 | 4 15 | 4 15 | 4 15 |
| Mankundu* ... | 3 15 | 4 10 | ... | 4 12 | ... | 5 10 | 6 3 | 4 12 | 4 12 | 4 15 |
| Chandernagore ... | 3 15 | 4 8 | ... | 4 12 | ... | 5 10 | 6 3 | 4 12 | 4 12 | 4 15 |
| Chinsura* ... | 3 15 | 4 8 | ... | 4 12 | ... | 5 10 | 6 3 | 4 12 | 4 12 | 4 12 |
| Hooghly ... | 3 15 | 4 8 | ... | 4 12 | ... | 5 10 | 6 1 | 4 12 | 4 10 | 4 12 |
| Bandel † ... | 3 12 | 4 8 | ... | 4 10 | ... | 5 8 | 6 1 | 4 10 | 5 10 | 4 12 |
| Naihati Branch.— | | | | | | | | | | |
| Naihati ... | 3 15 | (b) | ... | (b) | ... | (b) | 6 3 | 4 12 | 4 12 | 4 15 |
| Bandel-Aminganj—Bar- harwa Extension.— | | | | | | | | | | |
| Bansabati ... | 3 15 | (b) | ... | (b) | ... | (b) | 6 3 | 4 12 | 4 12 | 4 12 |
| Bansberia Mill Siding ... | 3 15 | (b) | ... | (b) | ... | (b) | 6 3 | 4 12 | 4 12 | 4 15 |
| Tribeni (E. Ry.)* ... | 3 15 | 4 8 | ... | 4 12 | ... | 5 10 | 6 3 | 4 12 | 4 12 | 4 15 |
| Khamargachi ... | 4 1 | 4 10 | ... | 4 15 | ... | 5 12 | 6 5 | 4 15 | 4 15 | 5 1 |
| Jirat* ... | 4 3 | 4 12 | ... | 5 1 | ... | 5 12 | 6 5 | 5 1 | 5 1 | 5 1 |
| Balagarh ... | 4 3 | 4 12 | ... | 5 1 | ... | 5 12 | 6 5 | 5 1 | 5 1 | 5 1 |
| Somra Bazar ... | 4 6 | 4 12 | ... | 5 1 | ... | 5 15 | 6 5 | 5 1 | 5 1 | 5 3 |
| Guptipara ... | 4 6 | 4 15 | ... | 5 3 | ... | 5 15 | 6 5 | 5 3 | 5 3 | 5 3 |
| Kalna Court ... | 4 8 | 5 1 | ... | 5 3 | ... | 6 1 | 6 5 | 5 3 | 5 3 | 5 5 |
| Bagnapara ... | 4 8 | 5 1 | ... | 5 5 | ... | 6 1 | 6 5 | 5 5 | 5 5 | 5 5 |
| Dhatrigram ... | 4 10 | 5 3 | ... | 5 5 | ... | 6 1 | 6 5 | 5 5 | 5 5 | 5 5 |
| Samudragarh ... | 4 10 | 5 3 | ... | 5 8 | ... | 6 3 | 6 5 | 5 5 | 5 5 | 5 8 |
| Nabadwip ... | 4 12 | 5 5 | ... | 5 8 | ... | 6 5 | 6 5 | 5 8 | 5 8 | 5 10 |
| Purbasthali ... | 4 15 | 5 5 | ... | 5 10 | ... | 6 5 | 6 5 | 5 10 | 5 10 | 5 10 |
| Patuli ... | 5 1 | 5 10 | ... | 5 12 | ... | 6 5 | 6 5 | 5 12 | 5 12 | 5 12 |
| Dainhat ... | 5 3 | 5 10 | ... | 5 12 | ... | 6 5 | 6 5 | 5 12 | 5 12 | 5 15 |
| Katwa ... | †4-12-9 | †5-5-9 | ... | †5-9-9 | ... | 6 5 | 6 5 | †5-9-9 | †5-9-9 | 5 12 |
| Gangatikuri ... | 4 15 | 5 8 | ... | 5 10 | ... | 6 5 | 6 5 | 5 10 | 5 10 | 5 10 |
| Salar ... | 4 15 | 5 5 | ... | 5 8 | ... | 6 5 | 6 5 | 5 8 | 5 8 | 5 10 |
| Bazar Sohu ... | 4 10 | 5 3 | ... | 5 5 | ... | 6 3 | 6 5 | 5 5 | 5 5 | 5 8 |
| Chowrigacha ... | 4 8 | 5 1 | ... | 5 5 | ... | 6 1 | 6 5 | 5 5 | 5 5 | 5 5 |
| Chiraiti* ... | 4 6 | 5 1 | ... | 5 3 | ... | 6 1 | 6 5 | 5 3 | 5 3 | 5 3 |
| Khagra Ghat Rd. ... | 4 3 | 4 12 | ... | 5 1 | ... | 5 15 | 6 5 | 5 1 | 5 1 | 5 3 |
| Lalbagh Court Road* ... | 4 3 | 4 12 | ... | 4 15 | ... | 5 12 | 6 5 | 4 15 | 4 15 | 5 1 |
| Azimganj Jn.... | 4 1 | 4 10 | ... | 4 15 | ... | 5 10 | 6 3 | 4 15 | 4 15 | 4 15 |

* Not open for coal, coke and patent fuel in full wagon loads.

† Open for coal for the Loco. Foreman, Bandel, only.

(b) For special rates between these points see page 40.

† These rates are not subject to the levy of the receiving end terminal charge of Re. 0-2-0 per ton.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardihi and Katragarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Girdih Branch | | |
|----------------------------------|--------------------------------------------|-------------|--------|--------|-------------|-----------|--------|---------------|-------------|----------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Manigram ... | 4 6 | 4 15 | ... | 5 3 | ... | 5 15 | 6 5 | 5 3 | 5 3 | 5 3 |
| Gankar ... | 4 8 | 5 1 | ... | 5 3 | ... | 6 1 | 6 5 | 5 3 | 5 3 | 5 5 |
| Jangipur Road | 4 8 | 5 1 | ... | 5 5 | ... | 6 1 | 6 5 | 5 5 | 5 5 | 5 5 |
| Sajinipara ... | 4 12 | 5 3 | ... | 5 8 | ... | 6 3 | 6 5 | 5 8 | 5 8 | 5 8 |
| Nimtitia ... | 4 12 | 5 5 | ... | 5 8 | ... | 6 5 | 6 5 | 5 8 | 5 8 | 5 10 |
| Dhulian Ganges | 4 12 | 5 3 | ... | 5 8 | ... | 6 3 | 6 5 | 5 8 | 5 8 | 5 8 |
| Tildanga ... | 4 8 | 5 1 | ... | 5 5 | ... | 6 1 | 6 5 | 5 5 | 5 3 | 5 5 |
| Trishbigha ... | 3 12 | 4 6 | ... | 4 10 | ... | 5 8 | 6 1 | 4 10 | 4 10 | 4 12 |
| Magra ... | 3 12 | 4 6 | ... | 4 10 | ... | 5 8 | 6 1 | 4 10 | 4 10 | 4 10 |
| Via Magra (a) (for B. P. Ry.) | 3-12-3 | 4-6-3 | ... | 4-10-3 | ... | 5-8-3 | 6-1-3 | 4-10-3 | 4-10-3 | 4-10-3 |
| Talandoo* ... | 3 10 | 4 6 | ... | 4 10 | ... | 5 5 | 5 15 | 4 8 | 4 8 | 4 10 |
| Khanyan ... | 3 10 | 4 3 | ... | 4 8 | ... | 5 5 | 5 15 | 4 8 | 4 8 | 4 8 |
| Pundooah ... | 3 8 | 4 1 | ... | 4 6 | ... | 5 5 | 5 15 | 4 6 | 4 6 | 4 8 |
| Simlagarh ... | 3 8 | 4 1 | ... | 4 6 | ... | 5 3 | 5 12 | 4 6 | 4 6 | 4 6 |
| Boinchee ... | 3 6 | 3 15 | ... | 4 3 | ... | 5 3 | 5 12 | 4 3 | 4 3 | 4 6 |
| Debipur ... | 3 6 | 3 15 | ... | 4 3 | ... | 5 3 | 5 10 | 4 3 | 4 3 | 4 3 |
| Bagila* ... | 3 3 | 3 15 | ... | 4 1 | ... | 5 1 | 5 10 | 4 1 | 4 1 | 4 3 |
| Memari ... | 3 3 | 3 12 | ... | 4 1 | ... | 5 1 | 5 10 | 4 1 | 4 1 | 4 3 |
| Rasulpur ... | 3 3 | 3 12 | ... | 3 15 | ... | 4 15 | 5 8 | 3 15 | 3 15 | 4 1 |
| Palsit* ... | 3 1 | 3 10 | ... | 3 15 | ... | 4 15 | 5 8 | 3 15 | 3 15 | 4 1 |
| Saktighar ... | 3 1 | 3 10 | ... | 3 15 | ... | 4 15 | 5 8 | 3 15 | 3 15 | 3 15 |
| Gangpur * | 2 15 | 3 8 | ... | 3 12 | ... | 4 12 | 5 5 | 3 12 | 3 12 | 3 15 |
| Burdwan ... | 2 15 | 3 8 | ... | 3 10 | ... | 4 10 | 5 5 | 3 10 | 3 10 | 3 12 |
| Via Burdwan(a)(for B. K. Ry) | 2-15-3 | 3-8-3 | ... | 3-10-3 | ... | 4-10-3 | 5-5-3 | 3-10-3 | 3-10-3 | 3-12-3 |
| Talit ... | 2 13 | 3 6 | ... | 3 10 | ... | 4 10 | 5 3 | 3 10 | 3 10 | 3 10 |
| Khana ... | 2 10 | 3 3 | ... | 3 8 | ... | 4 8 | 5 3 | 3 8 | 3 8 | 3 10 |
| Loop Line.— | | | | | | | | | | |
| Bonpas ... | 2 13 | 3 6 | ... | 3 10 | ... | 4 10 | 5 5 | 3 10 | 3 10 | 3 12 |
| Gushkara ... | 2 15 | 3 8 | ... | 3 12 | ... | 4 12 | 5 5 | 3 12 | 3 12 | 3 15 |
| Bhedia ... | 3 1 | 3 10 | ... | 3 15 | ... | 4 15 | 5 8 | 3 15 | 3 15 | 4 1 |
| Bolpur ... | 3 3 | 3 12 | ... | 4 1 | ... | 5 1 | 5 10 | 4 1 | 4 1 | 4 3 |
| Kopal ... | 3 1 | 3 10 | ... | 3 15 | ... | 4 15 | 5 8 | 3 15 | 3 15 | 4 1 |
| Ahmadpur ... | 2 15 | 3 8 | ... | 3 12 | ... | 4 12 | 5 5 | 3 12 | 3 12 | 3 15 |
| Via Ahmadpur (a) (for A. K. Ry.) | 2-15-3 | 3-8-3 | ... | 3-12-3 | ... | 4-12-3 | 5-5-3 | 3-12-3 | 3-12-3 | 3-15-3 |
| Bataspur* ... | 2 15 | 3 8 | ... | 3 12 | ... | 4 12 | 5 5 | 3 12 | 3 10 | 3 12 |
| Sainthia ... | 2 13 | 3 6 | ... | 3 10 | ... | 4 10 | 5 3 | 3 10 | 3 10 | 3 10 |
| Godadharpur ... | 2 15 | 3 8 | ... | 3 12 | ... | 4 12 | 5 5 | 3 12 | 3 10 | 3 12 |
| Mollarpur ... | 2 15 | 3 10 | ... | 3 12 | ... | 4 12 | 5 8 | 3 12 | 3 12 | 3 15 |
| Rampore Haut | 3 3 | 3 12 | ... | 4 1 | ... | 5 1 | 5 10 | 4 1 | 4 1 | 4 1 |
| Swadinpur* ... | 3 3 | 3 15 | ... | 4 1 | ... | 5 1 | 5 10 | ... | ... | ... |
| Nalhati ... | 3 6 | 3 15 | ... | 4 3 | ... | 5 3 | 5 12 | 4 3 | 4 3 | 4 6 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for coal, coke and patent fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, and Pathardihi and Katrasgarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Girdih Branch | | |
|--------------------------------------|-------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|---------------|-------------|----------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| Loop Line (Contd.) | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Azimganj Branch.— | | | | | | | | | | |
| Takipur* ... | 3 8 | 4 1 | ... | 4 6 | ... | 5 3 | 5 12 | 4 6 | 4 6 | 4 6 |
| Lohapur ... | 3 10 | 4 3 | ... | 4 6 | ... | 5 5 | 5 15 | 4 6 | 4 6 | 4 8 |
| Morgram ... | 3 10 | 4 3 | ... | 4 8 | ... | 5 5 | 5 15 | 4 8 | 4 8 | 4 10 |
| Sagardighi... | 3 12 | 4 6 | ... | 4 10 | ... | 5 8 | 6 1 | 4 10 | 4 10 | 4 10 |
| Barala* ... | 3 15 | 4 8 | ... | 4 12 | ... | 5 10 | 6 1 | 4 12 | 4 10 | 4 12 |
| Chatra ... | 3 8 | 4 1 | ... | 4 6 | ... | 5 3 | 5 12 | 4 6 | 4 6 | 4 8 |
| Murara ... | 3 10 | 4 3 | ... | 4 8 | ... | 5 5 | 5 15 | 4 8 | 4 8 | 4 8 |
| Rajgan ... | 3 12 | 4 6 | ... | 4 10 | ... | 5 8 | 6 1 | 4 10 | 4 10 | 4 12 |
| Pakur ... | 3 15 | 4 8 | ... | 4 12 | ... | 5 10 | 6 3 | 4 12 | 4 12 | 4 15 |
| Kotalpukur ... | 4 1 | 4 12 | ... | 4 15 | ... | 5 12 | 6 5 | 4 15 | 4 15 | 5 1 |
| Barharwa ... | 4 6 | 4 15 | ... | 5 3 | ... | 5 15 | 6 5 | 5 3 | 5 3 | 5 3 |
| Bakudih ... | 4 8 | 5 1 | ... | 5 3 | ... | 6 1 | 6 5 | 5 3 | 5 3 | 5 5 |
| Tinpahar ... | 4 10 | 5 3 | ... | 5 5 | ... | 6 1 | 6 5 | 5 5 | 5 5 | 5 5 |
| Rajmehar Branch— | | | | | | | | | | |
| Rajmehar ... | 4 12 | 5 3 | ... | 5 8 | ... | 6 3 | 6 5 | 5 8 | 5 8 | 5 8 |
| Taljhari ... | 4 12 | 5 3 | ... | 5 8 | ... | 6 3 | 6 5 | 5 8 | 5 8 | 5 8 |
| Maharajpur ... | 4 15 | 5 5 | ... | 5 10 | ... | 6 5 | 6 5 | 5 8 | 5 8 | 5 8 |
| Sakrigali Junc. | 5 1 | 5 8 | ... | 5 10 | ... | 6 5 | 6 5 | 5 5 | 5 5 | 5 8 |
| Sakrigali Ghat | 5 1 | 5 8 | ... | 5 12 | ... | 6 5 | 6 5 | 5 5 | 5 5 | 5 5 |
| Sahibganj ... | 5 1 | 5 10 | ... | 5 12 | ... | 6 5 | 6 5 | 5 5 | 5 3 | 5 5 |
| Mirza Chakri ... | 5 5 | 5 12 | ... | 5 15 | ... | 6 5 | 6 5 | 5 1 | 5 1 | 5 3 |
| Firpainti ... | 5 5 | 5 12 | ... | 6 1 | ... | 6 5 | 6 5 | 5 1 | 5 1 | 5 1 |
| Colgong ... | 5 10 | 6 1 | ... | 6 3 | ... | 6 5 | 6 5 | 4 10 | 4 10 | 4 12 |
| Ghogha ... | 5 10 | 6 3 | ... | 6 5 | ... | 6 5 | 6 5 | 4 8 | 4 8 | 4 10 |
| Sabour ... | 5 8 | 6 1 | ... | 6 3 | ... | 6 5 | 6 5 | 4 6 | 4 6 | 4 8 |
| Bhagalpur ... | 5 8 | 5 15 | ... | 6 1 | ... | 6 5 | 6 5 | 4 3 | 4 3 | 4 6 |
| Bhagalpur Mandar Hill Branch— | | | | | | | | | | |
| Hatpuraini ... | 5 10 | 6 1 | ... | 6 3 | ... | 6 5 | 6 5 | 4 8 | 4 8 | 4 8 |
| Tikane ... | 5 10 | 6 1 | ... | 6 5 | ... | 6 5 | 6 5 | 4 8 | 4 8 | 4 10 |
| Dhownee ... | 5 12 | 6 3 | ... | 6 5 | ... | 6 5 | 6 5 | 4 10 | 4 10 | 4 12 |
| Barahat ... | 5 15 | 6 5 | ... | 6 5 | ... | 6 5 | 6 5 | 4 12 | 4 12 | 4 15 |
| Panjwara Road | 5 15 | 6 5 | ... | 6 5 | ... | 6 5 | 6 5 | 4 15 | 4 15 | 4 15 |
| Mandar Hill ... | 6 1 | 6 5 | ... | 6 5 | ... | 6 5 | 6 5 | 5 1 | 4 15 | 5 1 |
| Nathnagar ... | 5 5 | 5 15 | ... | 6 1 | ... | 6 5 | 6 5 | 4 3 | 4 3 | 4 6 |
| Akbarnagar ... | 5 5 | 5 12 | ... | 5 15 | ... | 6 5 | 6 5 | 4 1 | 4 1 | 4 1 |
| Sultangunge ... | 5 3 | 5 10 | ... | 5 12 | ... | 6 5 | 6 5 | 3 15 | 3 15 | 3 15 |
| Bariarpur ... | 4 15 | 5 5 | ... | 5 10 | ... | 6 5 | 6 5 | 3 10 | 3 10 | 3 12 |
| Jamalpur ... | 4 12 | 5 5 | ... | 5 8 | ... | 6 3 | 6 5 | 3 8 | 3 8 | 3 8 |
| Monghyr Branch— | | | | | | | | | | |
| Purab Sarai* ... | 4 15 | 5 5 | ... | 5 10 | ... | 6 5 | 6 5 | 3 10 | 3 8 | 3 10 |
| Chandisthan† ... | 4 15 | Same | charge | as to | Monghyr. | 6 5 | 6 5 | 3 10 | 3 10 | 3 10 |
| Monghyr ... | 4 15 | 5 5 | ... | 5 10 | ... | 6 5 | 6 5 | 3 10 | 3 10 | 3 10 |
| Dharhara ... | 4 10 | 5 3 | ... | 5 5 | ... | 6 1 | 6 5 | 3 6 | 3 6 | 3 6 |
| Abhaipur ... | 4 8 | 5 1 | ... | 5 3 | ... | 6 1 | 6 5 | 3 3 | 3 3 | 3 3 |
| Kajra ... | 4 6 | 4 15 | ... | 5 3 | ... | 5 15 | 6 5 | 3 1 | 3 1 | 3 1 |

* Not open for coal, coke and patent fuel in full wagon loads.

† Open for consignments booked to Messrs. The Tobacco Manufacturers (India) Ltd., only.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and receiving end terminal charge of Re 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardihi and Katragarh | Chandrapura | Phurso | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|------------------------------|--------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Galsi ... | 2 8 | 3 1 | ... | 3 6 | ... | 4 6 | 5 1 | 3 6 | 3 6 | 3 8 |
| Paraj ... | 2 8 | 3 1 | ... | 3 3 | ... | 4 3 | 4 15 | 3 3 | 3 3 | 3 6 |
| Mankar ... | 2 6 | 2 15 | ... | 3 3 | ... | 4 1 | 4 15 | 3 1 | 3 1 | 3 3 |
| Panagar ... | 2 4 | 2 13 | ... | 2 15 | ... | 3 15 | 4 10 | 2 15 | 2 15 | 3 1 |
| Rajbandh ... | 2 1 | 2 10 | ... | 2 15 | ... | 3 15 | 4 10 | 2 15 | 2 15 | 2 15 |
| Durgapur ... | 1 15 | 2 8 | ... | 2 13 | ... | 3 12 | 4 8 | 2 13 | 2 13 | 2 13 |
| Oyaria ... | 1 13 | 2 6 | ... | 2 10 | ... | 3 10 | 4 6 | 2 10 | 2 10 | 2 13 |
| Ondal ... | 1 10 | 2 6 | ... | 2 8 | ... | 3 8 | 4 3 | 2 8 | 2 8 | 2 10 |
| Ondal-Sainthia Chord— | | | | | | | | | | |
| Kajoragram† | ... | 2 6 | ... | 2 10 | ... | 3 10 | 4 6 | ... | ... | ... |
| Ukhra ... | 1 15 | 2 8 | ... | 2 13 | ... | 3 10 | 4 6 | 2 13 | 2 10 | 2 13 |
| Pandaveswar ... | 2 1 | 2 10 | ... | 2 13 | ... | 3 12 | 4 8 | 2 13 | 2 13 | 2 15 |
| Panchra ... | 2 1 | 2 13 | ... | 2 15 | ... | 3 15 | 4 10 | 2 15 | 2 15 | 3 1 |
| Dubrajpur ... | 2 4 | 2 13 | ... | 3 1 | ... | 4 1 | 4 12 | 3 1 | 3 1 | 3 1 |
| Chinpai ... | 2 6 | 2 15 | ... | 3 1 | ... | 4 1 | 4 12 | 3 1 | 3 1 | 3 3 |
| Suri ... | 2 8 | 3 1 | ... | 3 6 | ... | 4 6 | 5 1 | 3 6 | 3 6 | 3 6 |
| Konri ... | 2 10 | 3 3 | ... | 3 8 | ... | 4 8 | 5 3 | 3 8 | 3 8 | 3 8 |
| Kastha Branch— | | | | | | | | | | |
| Raswan ... | 2 4 | 2 13 | ... | 3 1 | ... | 4 1 | 4 12 | 3 1 | 3 1 | 3 1 |
| Ondal Loop— | | | | | | | | | | |
| Toposi ... | 1 10 | 2 4 | ... | 2 8 | ... | 3 8 | 4 3 | 2 6 | 2 6 | 2 8 |
| Ikrah ... | 1 8 | 2 4 | ... | 2 6 | ... | 3 6 | 4 1 | 2 6 | 2 6 | 2 8 |
| Ikrah Branch— | | | | | | | | | | |
| Jamuria ... | 1 8 | 2 1 | ... | 2 6 | ... | 3 6 | 4 1 | 2 6 | 2 6 | 2 6 |
| Barabani ... | 1 6 | 1 15 | ... | 2 4 | ... | 3 3 | 3 15 | 2 4 | 2 4 | 2 6 |
| Chinchuria* | 1 6 | 1 15 | ... | 2 4 | ... | 3 1 | 3 12 | 2 4 | 2 1 | 2 4 |
| Churulia ... | 1 13 | 2 6 | ... | 2 10 | ... | 3 8 | 4 3 | 2 8 | 2 8 | 2 10 |
| Gaurangdi ... | 1 15 | 2 8 | ... | 2 13 | ... | 3 10 | 4 8 | 2 13 | 2 13 | 2 13 |
| Raniganj ... | 1 10 | 2 4 | ... | 2 8 | ... | 3 6 | 4 1 | 2 8 | 2 6 | 2 8 |
| Raniganj B. P. M. Siding | 1 10 | 2 4 | ... | 2 8 | ... | 3 8 | 4 3 | 2 8 | 2 8 | 2 8 |
| Raniganj Ghat ... | 1 10 | 2 4 | ... | 2 8 | ... | 3 8 | 4 3 | 2 8 | 2 8 | 2 8 |
| Kalipahari ... | 1 6 | 1 15 | ... | 2 4 | ... | 3 3 | 3 15 | 2 4 | 2 4 | 2 6 |
| Asansol ... | 1 6 | 1 15 | ... | 2 4 | ... | 3 1 | 3 12 | 2 4 | 2 4 | 2 4 |
| Borachuck* ... | 1 4 | 1 13 | ... | 2 1 | ... | 3 1 | 3 12 | 2 1 | 2 1 | 2 4 |
| Sitampur ... | 1 4 | 1 13 | ... | 2 1 | ... | 3 1 | 3 12 | 2 1 | 2 1 | 2 1 |
| Chord Line— | | | | | | | | | | |
| Salanpur* ... | 1 4 | 1 13 | ... | 2 1 | ... | 3 1 | 3 12 | 1 15 | 1 15 | 2 1 |
| Rupnarainpur ... | 1 6 | 1 15 | ... | 2 4 | ... | 3 3 | 3 15 | 1 13 | 1 13 | 1 15 |
| Mihijam ... | 1 6 | 2 1 | ... | 2 4 | ... | 3 3 | 3 15 | 1 13 | 1 13 | 1 15 |
| Jamtara ... | 1 10 | 2 4 | ... | 2 8 | ... | 3 8 | 4 3 | 1 10 | 1 8 | 1 10 |
| Karmatar ... | 1 15 | 2 8 | ... | 2 13 | ... | 3 12 | 4 8 | 1 6 | 1 6 | 1 6 |
| Madhupur ... | 2 4 | 2 13 | ... | 3 1 | ... | 4 1 | 4 12 | 0 15 | 0 15 | 1 1 |

† Open upto 50 maunds per consignment.

* Not open for coal, coke and patent fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges, at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardi and Katrasgarh | Chandrapura | Phusto | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|-------------------------------------------|-------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| Chord Line—(Contd.) | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Giridih Branch— | | | | | | | | | | |
| Jagdishpur ... | 2 8 | 3 1 | ... | 3 3 | ... | 4 3 | 4 15 | 0 15 | 0 15 | 0 15 |
| Maheshmunda ... | 2 10 | 3 3 | ... | 3 8 | ... | 4 8 | 5 3 | 0 15 | 0 15 | 0 15 |
| Giridih ... | 2 13 | 3 6 | ... | 3 10 | ... | 4 10 | 5 3 | 0 15 | 0 15 | 0 15 |
| Jasidih ... | 2 10 | 3 3 | ... | 3 8 | ... | 4 8 | 5 3 | 1 6 | 1 6 | 1 8 |
| Baidyanath Dham ... | 2 13 | 3 6 | ... | 3 10 | ... | 4 10 | 5 3 | 1 8 | 1 8 | 1 8 |
| Simultala ... | 3 1 | 3 10 | ... | 3 15 | ... | 4 15 | 5 8 | 1 13 | 1 13 | 1 13 |
| Jhajha ... | 3 6 | 3 15 | ... | 4 3 | ... | 5 1 | 5 10 | 2 1 | 2 1 | 2 1 |
| Gidhaur ... | 3 8 | 4 1 | ... | 4 6 | ... | 5 3 | 5 12 | 2 4 | 2 4 | 2 4 |
| Jamooee ... | 3 10 | 4 6 | ... | 4 8 | ... | 5 5 | 5 15 | 2 6 | 2 6 | 2 8 |
| Mananpur ... | 3 15 | 4 8 | ... | 4 12 | ... | 5 10 | 6 3 | 2 10 | 2 10 | 2 10 |
| Kiul* ... | 4 1 | 4 10 | ... | 4 15 | ... | 5 12 | 6 5 | 2 13 | 2 13 | 2 15 |
| Luckeesarai ... | 4 1 | 4 12 | ... | 4 15 | ... | 5 12 | 6 5 | 2 13 | 2 13 | 2 15 |
| S. B. Railway— | | | | | | | | | | |
| Sirari ... | 4 6 | 4 10 | ... | 4 15 | ... | 5 10 | 6 3 | 3 1 | 3 1 | 3 1 |
| Sheikhpura ... | 4 8 | 4 8 | ... | 4 12 | ... | 5 8 | 6 1 | 3 3 | 3 3 | 3 3 |
| Kashi-Chak ... | 4 8 | 4 3 | ... | 4 8 | ... | 5 5 | 5 15 | 3 6 | 3 6 | 3 8 |
| Warisaliganj ... | 4 6 | 4 1 | ... | 4 6 | ... | 5 3 | 5 12 | 3 10 | 3 8 | 3 10 |
| Baghi-Bardih ... | 4 3 | 3 15 | ... | 4 3 | ... | 5 3 | 5 12 | 3 10 | 3 10 | 3 12 |
| Nawadah ... | 4 1 | 3 12 | ... | 4 1 | ... | 5 1 | 5 10 | 3 12 | 3 12 | 3 15 |
| Tilaiya ... | 3 12 | 3 8 | ... | 3 12 | ... | 4 12 | 5 5 | 4 1 | 4 1 | 4 3 |
| Jamuawan ... | 3 10 | 3 6 | ... | 3 10 | ... | 4 10 | 5 3 | 4 3 | 4 3 | 4 6 |
| Wazirganj ... | 3 8 | 3 3 | ... | 3 8 | ... | 4 8 | 5 3 | 4 6 | 4 6 | 4 8 |
| Palmar* ... | 3 6 | 3 1 | ... | 3 6 | ... | 4 6 | 5 1 | 4 8 | 4 8 | 4 10 |
| Mankatha ... | 4 3 | 4 12 | ... | 5 1 | ... | 5 12 | 6 5 | 2 15 | 2 15 | 2 15 |
| Burhee ... | 4 6 | 4 15 | ... | 5 3 | ... | 5 15 | 6 5 | 3 1 | 3 1 | 3 1 |
| Dumra ... | 4 8 | 5 1 | ... | 5 3 | ... | 6 1 | 6 5 | 3 1 | 3 1 | 3 3 |
| Tal* ... | 4 8 | 5 1 | ... | 5 5 | ... | 6 1 | 6 5 | 3 3 | 3 3 | 3 6 |
| Mokameh ... | 4 10 | 5 3 | ... | 5 5 | ... | 6 3 | 6 5 | 3 6 | 3 6 | 3 6 |
| Mokameh Ghat Br.— | | | | | | | | | | |
| Mokameh Ghat † | 4 10 | 5 3 | ... | 5 5 | ... | 6 1 | 6 5 | 3 3 | 3 3 | 3 8 |
| More* ... | 4 12 | 5 3 | ... | 5 8 | ... | 6 3 | 6 5 | 3 6 | 3 6 | 3 6 |
| Pandarakş ... | 4 12 | 5 5 | ... | 5 8 | ... | 6 5 | 6 5 | 3 8 | 3 8 | 3 10 |
| Barh ... | 5 1 | 5 5 | ... | 5 8 | ... | 6 3 | 6 5 | 3 10 | 3 10 | 3 12 |
| Athmalgola ... | 5 1 | 5 3 | ... | 5 5 | ... | 6 3 | 6 5 | 3 12 | 3 12 | 3 15 |
| Bukhtiarpur ... | 5 1 | 5 1 | ... | 5 5 | ... | 6 1 | 6 5 | 3 15 | 3 15 | 4 1 |
| Via Bukhtiarpur (a) (for B. B. L. Ry.) | 4 15 | 4 15 | ... | 5 3 | ... | 5 15 | 6 3 | 3 13 | 3 13 | 3 15 |
| Karowta* ... | 5 3 | 4 15 | ... | 5 3 | ... | 5 15 | 6 5 | 4 1 | 4 1 | 4 3 |
| Khusrupur ... | 5 3 | 4 15 | ... | 5 1 | ... | 5 15 | 6 5 | 4 3 | 4 3 | 4 3 |
| Futwah ... | 5 1 | 4 12 | ... | 5 1 | ... | 5 12 | 6 5 | 4 6 | 4 6 | 4 6 |
| Via Futwah (a) | 5-1-3 | 4-12-3 | ... | 5-1-3 | ... | 5-12-3 | 6-5-3 | 4-6-3 | 4-6-3 | 4-6-3 |
| Banka Ghat ... | 4 15 | 4 10 | ... | 4 15 | ... | 5 12 | 6 5 | 4 6 | 4 6 | 4 8 |
| Patna City and Ghat ... | 4 15 | 4 10 | ... | 4 12 | ... | 5 10 | 6 3 | 4 8 | 4 8 | 4 8 |
| Gulzarbagh* ... | 4 12 | 4 8 | ... | 4 12 | ... | 5 10 | 6 3 | 4 8 | 4 8 | 4 10 |
| Patna Jn. ... | 4 12 | 4 8 | ... | 4 10 | ... | 5 8 | 6 1 | 4 10 | 4 10 | 4 10 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for coal, coke and patent fuel in full wagon loads.

† Public coal, coke and patent fuel cannot be booked to Mokameh Ghat locally.

‡ Coal consignments may only be booked under "Paid" or "Weight only" invoices.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardihi and Katrasgarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|---------------------------------|---------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | s. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Patna-Gaya Branch— | | | | | | | | | | |
| Poonpoo | 4 8 | 4 3 | ... | 4 8 | ... | 5 5 | 5 15 | 4 12 | 4 12 | 4 15 |
| Taregna | 4 6 | 4 1 | ... | 4 3 | ... | 5 3 | 5 12 | 5 1 | 5 1 | 5 1 |
| Nadaul | 4 3 | 3 15 | ... | 4 3 | ... | 5 1 | 5 10 | 5 1 | 5 1 | 5 3 |
| Jehanabad | 4 1 | 3 12 | ... | 4 1 | ... | 5 1 | 5 10 | 5 3 | 5 3 | 5 5 |
| Irki* | 4 1 | 3 12 | ... | 4 1 | ... | 4 15 | 5 10 | 5 3 | 5 3 | 5 5 |
| Tehta | 3 15 | 3 10 | ... | 3 15 | ... | 4 12 | 5 8 | 5 3 | 5 3 | 5 3 |
| Makhdumpur-Gya | 3 12 | 3 8 | ... | 3 12 | ... | 4 12 | 5 5 | 5 3 | 5 1 | 5 3 |
| Bela | 3 10 | 3 6 | ... | 3 10 | ... | 4 10 | 5 3 | 5 1 | 5 1 | 5 1 |
| Chakand | 3 8 | 3 3 | ... | 3 8 | ... | 4 8 | 5 3 | 4 15 | 4 12 | 4 15 |
| Guzdar Siding | ... | ... | ... | Same | rates | as to | Digha | Ghat. | | |
| Digha Ghat Branch— | | | | | | | | | | |
| Digha Ghat | 4 12 | 4 8 | ... | 4 12 | ... | 5 10 | 6 3 | 4 12 | 4 12 | 4 12 |
| Phulwari Shariff | 4 12 | 4 8 | ... | 4 12 | ... | 5 10 | 6 3 | 4 12 | 4 12 | 4 12 |
| Dinapore | 4 15 | 4 10 | ... | 4 12 | ... | 5 10 | 6 3 | 4 12 | 4 12 | 4 12 |
| Neora* | 4 15 | 4 10 | ... | 4 15 | ... | 5 12 | 6 5 | 4 15 | 4 12 | 4 15 |
| Sadisopur | 5 1 | 4 12 | ... | 5 1 | ... | 5 12 | 6 5 | 4 15 | 4 15 | 5 1 |
| Bihta | 5 1 | 4 12 | ... | 5 1 | ... | 5 15 | 6 5 | 5 1 | 5 1 | 5 1 |
| Koilwar* | 5 3 | 4 15 | ... | 5 3 | ... | 5 15 | 6 5 | 5 1 | 5 1 | 5 3 |
| Kulhuria† | 5 3 | 5 1 | ... | 5 3 | ... | 6 1 | 6 5 | 5 3 | 5 3 | 5 3 |
| Arrah‡ | 5 5 | 5 3 | ... | 5 5 | ... | 6 1 | 6 5 | 5 5 | 5 3 | 5 5 |
| Via Arrah (a) (for A.-S.L. Ry.) | 5-5-3 | 5-3-3 | ... | 5-5-3 | ... | 6-1-3 | 6-5-3 | 5-5-3 | 5-3-3 | 5-5-3 |
| Karisath* | 5 8 | 5 3 | ... | 5 8 | ... | 6 3 | 6 5 | 5 5 | 5 6 | 5 8 |
| Behea | 5 10 | 5 5 | ... | 5 10 | ... | 6 5 | 6 5 | 5 8 | 5 8 | 5 10 |
| Banahi | 5 10 | 5 8 | ... | 5 10 | ... | 6 5 | 6 5 | 5 10 | 5 10 | 5 10 |
| Raghunathpur | 5 12 | 5 8 | ... | 5 12 | ... | 6 5 | 6 5 | 5 10 | 5 10 | 5 12 |
| Twining Ganj | 5 15 | 5 10 | ... | 5 15 | ... | 6 5 | 6 5 | 5 12 | 5 12 | 5 15 |
| Dumraon | 5 15 | 5 12 | ... | 5 15 | ... | 6 5 | 6 5 | 5 15 | 5 15 | 5 15 |
| Baruna* | 6 1 | 5 12 | ... | 6 1 | ... | 6 5 | 6 5 | 5 15 | 5 15 | 6 1 |
| Buxar | 6 3 | 5 15 | ... | 6 1 | ... | 6 5 | 6 5 | 6 1 | 6 1 | 6 3 |
| Chausa | 6 3 | 6 1 | ... | 6 3 | ... | 6 5 | 6 5 | 6 3 | 6 3 | 6 3 |
| Gahmar | 6 5 | 6 3 | ... | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhadaura* | 6 5 | 6 3 | ... | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dildarnagar | 6 5 | 6 5 | ... | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Tari Ghat Branch— | | | | | | | | | | |
| Nagsac | 6 5 | 6 5 | ... | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Tari Ghat | 6 5 | 6 5 | ... | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Zamania | 6 5 | 6 5 | ... | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dheena | 6 5 | 6 3 | ... | 6 5 | ... | 6 5 | 6 3 | 6 5 | 6 5 | 6 5 |
| Sakaldiha | 6 5 | 6 1 | ... | 6 3 | ... | 6 5 | 6 1 | 6 5 | 6 5 | 6 5 |
| Kuchman | 6 3 | 5 15 | ... | 6 3 | ... | 6 5 | 5 15 | 6 5 | 6 5 | 6 5 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for coal, coke and patent fuel in full wagon loads.

† Coal consignments may only be booked under "Paid" or "Weight only" invoices.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jherriah, and Pathardihi Katrasgarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|--------------------------------------|----------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|----------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Grand Chord— | | | | | | | | | | |
| Kulti ... | 1 1 | 1 10* | ... | 1 15 | ... | 2 15 | 3 10 | 2 1 | 2 1 | 2 4 |
| Barakar ... | 1 1 | 1 10 | ... | 1 15 | ... | 2 15 | 3 10 | 2 4 | 2 1 | 2 4 |
| Mugma ... | 0 15 | 1 8 | ... | 1 13 | ... | 2 13 | 3 8 | 2 4 | 2 4 | 2 6 |
| Kaloobathan ... | 0 15 | 1 6 | ... | 1 10 | ... | 2 10 | 3 6 | 2 6 | 2 6 | 2 8 |
| Chhota Ambona ... | 0 15 | 1 4 | ... | 1 8 | ... | 2 8 | 3 3 | 2 8 | 2 8 | 2 10 |
| Pradhankhanta ... | 0 15 | 1 4 | ... | 1 8 | ... | 2 8 | 3 1 | 2 10 | 2 10 | 2 10 |
| Dhanbad ... | 0 15 | 1 1 | ... | 1 6 | ... | 2 6 | 2 15 | 2 13 | 2 13 | 2 13 |
| Jherriah Branch— | | | | | | | | | | |
| Kusunda ... | 0 15 | 1 1 | ... | 1 6 | ... | 2 6 | 3 1 | 2 13 | 2 13 | 2 15 |
| Bansjora * ... | 0 15 | 1 4 | ... | 1 6 | ... | 2 6 | 3 1 | 2 13 | 2 13 | 2 15 |
| Jherriah ... | ... | 1 1 | ... | 1 6 | ... | 2 6 | 3 1 | 2 13 | 2 13 | 2 15 |
| Pathardihi ... | 0 15 | 1 4 | ... | 1 8 | ... | 2 8 | 3 3 | 2 15 | 2 15 | 3 1 |
| Sijua ... | 0 15 | 1 4 | ... | 1 8 | ... | 2 8 | 3 1 | 2 15 | 2 15 | 2 15 |
| Katrasgarh ... | 0 15 | 1 4 | ... | 1 8 | ... | 2 8 | 3 3 | 2 15 | 2 15 | 3 1 |
| Tetulmari ... | 0 15 | 0 15 | ... | 1 4 | ... | 2 4 | 2 13 | 2 15 | 2 15 | 2 15 |
| Matari * ... | 0 15 | 0 15 | ... | 1 1 | ... | 1 15 | 2 10 | 3 1 | 3 1 | 3 1 |
| Gomoh ... | 0 15 | 0 15 | ... | 0 15 | ... | 1 15 | 2 10 | 3 3 | 3 3 | 3 3 |
| Telo ... | 1 1 | 0 15 | ... | 0 15 | ... | 1 13 | 2 8 | 3 6 | 3 6 | 3 6 |
| Chandrapura ... | 0 15 | ... | 0 15 | 0 15 | ... | 1 10 | 2 6 | 3 8 | 3 8 | 3 8 |
| Phusro ... | 1 1 | 0 15 | ... | 0 15 | ... | 1 8 | 2 4 | 3 10 | 3 10 | 3 10 |
| Bermo ... | 1 4 | 0 15 | 0 15 | ... | ... | 1 6 | 2 1 | 3 10 | 3 10 | 3 12 |
| Gomia ... | 1 6 | 0 15 | 0 15 | 0 15 | ... | 1 1 | 1 13 | 3 15 | 3 15 | 3 15 |
| Danea ... | 1 10 | 1 1 | 0 15 | 0 15 | ... | 0 15 | 1 10 | 4 3 | 4 3 | 4 3 |
| Chainpur ... | 1 13 | 1 4 | 1 1 | 1 1 | ... | 0 15 | 1 6 | 4 6 | 4 6 | 4 8 |
| Ranchi Road ... | 2 1 | 1 8 | 1 6 | 1 4 | ... | 0 15 | 1 4 | 4 8 | 4 8 | 4 10 |
| Barka Kana ... | 2 4 | 1 10 | 1 8 | 1 6 | ... | ... | 1 1 | 4 10 | 4 10 | 4 12 |
| Barka Kana-Daltonganj Branch— | | | | | | | | | | |
| Bhurkunda ... | 2 6 | 1 13 | 1 10 | 1 8 | 0 15 | 0 15 | 0 15 | 4 12 | 4 12 | 4 15 |
| Patratu ... | 2 8 | 1 15 | 1 13 | 1 10 | 0 15 | 0 15 | 0 15 | 4 15 | 4 15 | 5 1 |
| Hendegir ... | 2 10 | 2 1 | 1 15 | 1 15 | 1 1 | 0 15 | 0 15 | 5 3 | 5 3 | 5 3 |
| Ray ... | 2 13 | 2 6 | 2 4 | 2 1 | 1 4 | 1 1 | ... | 5 5 | 5 5 | 5 5 |
| McCluskieganj ... | 3 1 | 2 8 | 2 6 | 2 4 | 1 6 | 1 4 | 0 15 | 5 8 | 5 8 | 5 8 |
| Mahuamilan ... | 3 3 | 2 13 | 2 10 | 2 8 | 1 10 | 1 8 | 0 15 | 5 10 | 5 10 | 5 10 |
| Tori ... | 3 6 | 2 13 | 2 10 | 2 10 | 1 13 | 1 10 | 0 15 | 5 12 | 5 12 | 5 12 |
| Richughuta ... | 3 10 | 3 1 | 2 15 | 2 13 | 1 15 | 1 15 | 1 4 | 5 15 | 5 15 | 6 1 |
| Latehar ... | 3 12 | 3 6 | 3 1 | 3 1 | 2 4 | 2 1 | 1 6 | 6 1 | 6 1 | 6 3 |
| Kumandih ... | 4 1 | 3 8 | 3 6 | 3 3 | 2 6 | 2 4 | 1 8 | 6 3 | 6 3 | 6 5 |
| Chhapadohar ... | 4 6 | 3 12 | 3 10 | 3 8 | 2 10 | 2 8 | 1 13 | 6 5 | 6 5 | 6 5 |
| Barwadih ... | 4 8 | 3 15 | 3 12 | 3 10 | 2 13 | 2 10 | 1 15 | 6 5 | 6 5 | 6 5 |
| Keokhi ... | 4 10 | 4 1 | 3 15 | 3 12 | 2 15 | 2 13 | 2 4 | 6 5 | 6 5 | 6 5 |
| Nimla Ghat ... | 1 1 | 0 15 | ... | 1 1 | ... | 2 1 | 2 13 | 3 6 | 3 6 | 3 6 |
| Parasnath ... | 1 4 | 0 15 | ... | 1 1 | ... | 2 1 | 2 13 | 3 8 | 3 8 | 3 8 |
| Chowdharibandh ... | 1 6 | 1 1 | ... | 1 4 | ... | 2 4 | 2 15 | 3 10 | 3 8 | 3 10 |
| Chhachaki ... | 1 6 | 1 1 | ... | 1 6 | ... | 2 6 | 3 1 | 3 10 | 3 10 | 3 12 |

* Not open for coal, coke and patent fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke.) as notified in paragraph 10, page 28 of this tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-2-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardihi and Katragarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|------------------------------|--------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| Grand Chord—(Contd.) | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Hazaribagh Road ... | 1 8 | 1 4 | ... | 1 8 | * ... | 2 8 | 3 3 | 3 12 | 3 12 | 3 15 |
| Chobe ... | 1 10 | 1 6 | ... | 1 10 | ... | 2 10 | 3 6 | 3 15 | 3 15 | 4 1 |
| Parasabad ... | 1 15 | 1 10 | ... | 1 15 | ... | 2 13 | 3 8 | 4 3 | 4 3 | 4 3 |
| Sarmatand ... | 2 1 | 1 13 | ... | 1 15 | ... | 2 15 | 3 10 | 4 6 | 4 6 | 4 6 |
| Hirodih ... | 2 1 | 1 13 | ... | 2 1 | ... | 3 1 | 3 12 | 4 6 | 4 6 | 4 8 |
| Kodarma ... | 2 4 | 1 15 | ... | 2 4 | ... | 3 3 | 3 15 | 4 8 | 4 8 | 4 10 |
| Gujhandi ... | 2 6 | 2 1 | ... | 2 6 | ... | 3 6 | 4 1 | 4 10 | 4 10 | 4 12 |
| Dilwa * ... | 2 8 | 2 4 | ... | 2 8 | ... | 3 8 | 4 3 | 4 12 | 4 12 | 4 15 |
| Gurpa ... | 2 13 | 2 8 | ... | 2 13 | ... | 3 10 | 4 6 | 5 1 | 5 1 | 5 1 |
| Paharpur ... | 2 15 | 2 10 | ... | 2 15 | ... | 3 15 | 4 10 | 5 1 | 5 1 | 5 1 |
| Tankuppa ... | 3 1 | 2 13 | 2 15 | 3 1 | ... | 4 1 | 4 12 | 4 15 | 4 12 | 4 15 |
| Bandhua ... | 3 3 | 2 15 | 3 1 | 3 3 | ... | 4 3 | 4 15 | 4 12 | 4 12 | 4 12 |
| Manpur ... | 3 6 | 3 1 | 3 3 | 3 3 | ... | 4 3 | 4 15 | 4 10 | 4 10 | 4 12 |
| Gaya ... | 3 6 | 3 1 | 3 3 | 3 6 | ... | 4 6 | 5 1 | 4 12 | 4 10 | 4 12 |
| Kastha † ... | 3 8 | 3 3 | 3 6 | 3 8 | ... | 4 8 | 5 3 | 4 12 | 4 12 | 4 15 |
| Paraiya ... | 3 10 | 3 6 | 3 8 | 3 10 | ... | 4 10 | 5 1 | 4 15 | 4 15 | 5 1 |
| Guraru ... | 3 10 | 3 6 | ... | 3 10 | ... | 4 10 | 5 1 | 5 1 | 5 1 | 5 1 |
| Ismailpore ... | 3 12 | 3 8 | ... | 3 12 | ... | 4 12 | 4 15 | 5 1 | 5 1 | 5 3 |
| Rafiganj ... | 3 15 | 3 10 | ... | 3 15 | ... | 4 15 | 4 12 | 5 3 | 5 3 | 5 3 |
| Jakhim ... | 4 1 | 3 12 | ... | 4 1 | ... | 5 1 | 4 10 | 5 5 | 5 5 | 5 5 |
| Phesar ... | 4 3 | 3 15 | ... | 4 3 | ... | 5 3 | 4 8 | 5 8 | 5 8 | 5 8 |
| Palmerganj ... | 4 6 | 4 1 | ... | 4 6 | 5 3 | 5 1 | 4 6 | 5 10 | 5 10 | 5 10 |
| Sone East Bank ... | 4 8 | 4 3 | ... | 4 8 | 5 1 | 4 15 | 4 3 | 5 10 | 5 10 | 5 12 |
| B. D. Extension— | | | | | | | | | | |
| Ankorha ... | 4 12 | 4 8 | ... | 4 12 | 4 12 | 4 10 | 3 15 | 5 15 | 5 15 | 5 15 |
| Nabinagar Road ... | 4 15 | 4 10 | ... | 4 15 | 4 10 | 4 8 | 3 12 | 6 1 | 6 1 | 6 1 |
| Japla ... | 5 3 | 4 15 | ... | 5 3 | 4 6 | 4 3 | 3 8 | 6 3 | 6 3 | 6 5 |
| Haidarnagar ... | 5 3 | 5 1 | 5 3 | ... | 4 3 | 4 1 | 3 6 | 6 5 | 6 5 | 6 3 |
| Mohammadganj ... | 5 5 | 5 3 | 5 1 | ... | 4 1 | 3 15 | 3 3 | 6 5 | 6 5 | 6 5 |
| Untari Road ... | 5 8 | 5 1 | 4 15 | ... | 3 15 | 3 12 | 3 1 | 6 5 | 6 5 | 6 5 |
| Garhwa Road ... | 5 8 | 4 12 | 4 10 | ... | 3 10 | 3 8 | 2 13 | 6 5 | 6 5 | 6 5 |
| Rajhara ... | 5 3 | 4 10 | 4 6 | ... | 3 8 | 3 6 | 2 10 | 6 5 | 6 5 | 6 5 |
| Daltonganj ... | 5 1 | 4 6 | 4 3 | ... | 3 3 | 3 1 | 2 6 | 6 5 | 6 5 | 6 5 |
| Dehri-on-Sone ... | 4 10 | 4 6 | ... | 4 10 | 5 1 | 5 1 | 4 6 | 5 12 | 5 12 | 5 12 |
| Via Dehri-on-Sone (a) ... | 4 8 | 4 4 | ... | 4 8 | 4 15 | 4 15 | 4 4 | 5 10 | 5 10 | 5 10 |
| Karwandla ... | 4 12 | 4 8 | ... | 4 12 | 5 3 | 5 1 | 4 8 | 5 15 | 5 15 | 5 15 |
| Sasaram ... | 4 15 | 4 10 | ... | 4 15 | 5 5 | 5 3 | 4 8 | 5 15 | 5 15 | 6 1 |
| Via Sasaram (a) (for 4-15-3) | 4-15-3 | 4-10-3 | ... | 4-15-3 | 5-5-3 | 5-3-3 | 4-8-3 | 5-15-3 | 5-15-3 | 6-1-3 |
| A. S. L. Ry.) | | | | | | | | | | |
| Kumhau ... | 5 1 | 4 12 | ... | 4 15 | 5 5 | 5 5 | 4 10 | 6 1 | 6 1 | 6 1 |
| Shiu Sagar Road ... | 5 1 | 4 12 | ... | 5 1 | 5 8 | 5 5 | 4 12 | 6 1 | 6 1 | 6 3 |
| Kudra ... | 5 3 | 4 15 | ... | 5 3 | 5 10 | 5 8 | 4 15 | 6 3 | 6 3 | 6 5 |
| Pusaull ... | 5 5 | 5 1 | ... | 5 5 | 5 12 | 5 10 | 5 1 | 6 5 | 6 5 | 6 5 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

* Not open for coal, coke and patent fuel in full wagon loads.

† Open for coal for the Engineering Department only.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardihi and Katrasgarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|--------------------------------|---------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Grand Chord—(Concl'd.)— | | | | | | | | | | |
| Muthani * ... | 5 5 | 5 3 | ... | 5 5 | 5 12 | 5 10 | 5 3 | 6 5 | 6 5 | 6 5 |
| Bhabua Road ... | 5 8 | 5 3 | ... | 5 8 | 5 15 | 5 12 | 5 3 | 6 5 | 6 5 | 6 5 |
| Durgauti ... | 5 10 | 5 5 | ... | 5 8 | 5 15 | 5 15 | 5 5 | 6 5 | 6 5 | 6 5 |
| Karmnasa ... | 5 10 | 5 8 | ... | 5 10 | 6 1 | 6 1 | 5 8 | 6 5 | 6 5 | 6 5 |
| Saiyadraja ... | 5 12 | 5 10 | ... | 5 12 | 6 3 | 6 1 | 5 8 | 6 5 | 6 5 | 6 5 |
| Tindauli Majhwar | 5 15 | 5 10 | ... | 5 15 | 6 5 | 6 3 | 5 10 | 6 5 | 6 5 | 6 5 |
| Ganj Khwaja * | 6 1 | 5 12 | ... | 5 15 | 6 5 | 6 5 | 5 12 | 6 5 | 6 5 | 6 5 |
| Moghal Sarai ... | 6 1 | 5 12 | ... | 6 1 | 6 5 | 6 5 | 5 12 | 6 5 | 6 5 | 6 5 |
| Jeonathpur ... | 6 3 | 5 15 | ... | 6 3 | 6 5 | 6 5 | 5 15 | 6 5 | 6 5 | 6 5 |
| Ahraura Road ... | 6 3 | 6 1 | ... | 6 3 | 6 5 | 6 5 | 5 15 | 6 5 | 6 5 | 6 5 |
| Kylahat ... | 6 5 | 6 1 | ... | 6 5 | 6 5 | 6 5 | 6 1 | 6 5 | 6 5 | 6 5 |
| Chunar ... | 6 5 | 6 3 | ... | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 5 |
| Dagmagpur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 5 |
| Pahara ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jhingura ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mirzapur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bindhachal ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Birohe ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Gaipura ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jigna ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mandah Road ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Unchdih * ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Meja Road ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bheerpur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Karchana ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Naini ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Allahabad ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Allahabad Fort Branch— | | | | | | | | | | |
| Allahabad Fort (a) ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 |
| Bamhrauli ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Manauri ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Manoharganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Bharwari ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 |
| Shujaatpur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Sirathu ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Kunwar ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 5 | 6 5 | 6 10 | 6 10 | 6 12 |
| Khaga ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Sathnaraiani ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Rasulabad ... | 6 5 | 6 5 | ... | 6 5 | 6 10 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Faiz-ullah-pur ... | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 10 | 6 5 | 6 14 | 6 14 | 6 14 |
| Fatehpur ... | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 10 | 6 5 | 6 14 | 6 14 | 6 14 |
| Kurasti Kalan ... | 6 8 | 6 8 | ... | 6 8 | 6 10 | 6 10 | 6 8 | 6 14 | 6 14 | 6 14 |
| Majwa ... | 6 10 | 6 8 | ... | 6 10 | 6 12 | 6 10 | 6 8 | 6 14 | 6 14 | 7 1 |
| Kanspur Gugauli * | 6 10 | 6 8 | ... | 6 10 | 6 12 | 6 12 | 6 8 | 7 1 | 7 1 | 7 1 |

* Not open for coal, coke and patent fuel in full wagon loads. (a) Closed.

N.B.—A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jherriah, Pathardih and Katrasgarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|---------------------------------------------|---------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Bindki Road ... | 6 10 | 6 8 | ... | 6 10 | 6 12 | 6 12 | 6 8 | 7 1 | 7 1 | 7 1 |
| Karbigwan ... | 6 10 | 6 10 | ... | 6 10 | 6 14 | 6 12 | 6 10 | 7 1 | 7 1 | 7 1 |
| Sarsaul ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Chakeri ... | 6 12 | 6 12 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Cawnpore Central Goods Shed Jn. ... | 6 12 | 6 12 | ... | 6 12 | 6 14 | 6 14 | 6 12 | 7 3 | 7 3 | 7 3 |
| Cawnpore Mill Siding (A) ... | 6 12 | 6 12 | ... | 6 12 | 6 14 | 6 14 | 6 12 | 7 3 | 7 3 | 7 3 |
| Cawnpore Mill Siding (B) ... | 6 12 | 6 12 | ... | 6 12 | 6 14 | 6 14 | 6 12 | 7 3 | 7 3 | 7 3 |
| Loco. Foreman's Siding (Anwarganj.) ‡ | 6 12 | 6 10 | ... | † 6 10 | 6 15 | 6 12 | 6 10 | 7 1 | 7 1 | 7 3 |
| Panki ... | 6 14 | 6 12 | ... | 6 14 | 7 1 | 7 1 | 6 12 | 7 5 | 7 5 | 7 5 |
| Bhaupur ... | 6 14 | 6 12 | ... | 6 14 | 7 1 | 7 1 | 6 12 | 7 5 | 7 5 | 7 5 |
| Maitha * ... | 6 14 | 6 14 | ... | 6 14 | 7 1 | 7 1 | 6 14 | 7 5 | 7 5 | 7 5 |
| Rura ... | 7 1 | 6 14 | ... | 7 1 | 7 3 | 7 3 | 6 14 | 7 7 | 7 7 | 7 7 |
| Ambyapur ... | 7 1 | 6 14 | ... | 7 1 | 7 3 | 7 3 | 6 14 | 7 7 | 7 7 | 7 7 |
| Jhijhak ... | 7 1 | 7 1 | ... | 7 1 | 7 3 | 7 3 | 7 1 | 7 7 | 7 7 | 7 7 |
| Kanchausi ... | 7 3 | 7 1 | ... | 7 3 | 7 5 | 7 3 | 7 1 | 7 10 | 7 10 | 7 10 |
| Phaphund ... | 7 3 | 7 1 | ... | 7 3 | 7 5 | 7 5 | 7 1 | 7 10 | 7 10 | 7 10 |
| Pata * ... | 7 3 | 7 3 | ... | 7 3 | 7 5 | 7 5 | 7 3 | 7 10 | 7 10 | 7 10 |
| Achalda ... | 7 3 | 7 3 | ... | 7 3 | 7 7 | 7 5 | 7 3 | 7 10 | 7 10 | 7 10 |
| Samhon ... | 7 5 | 7 3 | ... | 7 5 | 7 7 | 7 7 | 7 3 | 7 12 | 7 12 | 7 12 |
| Bharthna ... | 7 5 | 7 3 | ... | 7 5 | 7 7 | 7 7 | 7 3 | 7 12 | 7 12 | 7 12 |
| Ekdil ... | 7 5 | 7 5 | ... | 7 5 | 7 7 | 7 7 | 7 5 | 7 12 | 7 12 | 7 12 |
| Etawah ... | 7 7 | 7 5 | ... | 7 7 | 7 10 | 7 10 | 7 5 | 7 14 | 7 14 | 7 14 |
| Sarai Bhopat * ... | 7 7 | 7 5 | ... | 7 7 | 7 10 | 7 10 | 7 5 | 7 14 | 7 14 | 7 14 |
| Jaswantnagar ... | 7 7 | 7 7 | ... | 7 7 | 7 10 | 7 10 | 7 7 | 7 14 | 7 14 | 7 14 |
| Balrai * ... | 7 7 | 7 7 | ... | 7 7 | 7 12 | 7 10 | 7 7 | 7 14 | 7 14 | 7 14 |
| Bhadan ... | 7 10 | 7 7 | ... | 7 10 | 7 12 | 7 12 | 7 7 | 8 1 | 8 1 | 8 1 |
| Kaurara ... | 7 10 | 7 7 | ... | 7 10 | 7 12 | 7 12 | 7 7 | 8 1 | 8 1 | 8 1 |
| Shikohabad ... | 7 10 | 7 10 | ... | 7 10 | 7 14 | 7 12 | 7 10 | 8 1 | 8 1 | 8 1 |
| Shikohabad-Farukhabad Extension— | | | | | | | | | | |
| Araon * ... | 7 12 | 7 10 | ... | 7 12 | 7 14 | 7 14 | 7 10 | 8 3 | 8 3 | 8 3 |
| Kosma ... | 7 12 | 7 12 | ... | 7 12 | 7 14 | 7 14 | 7 12 | 8 3 | 8 3 | 8 3 |
| Tindauli * ... | 7 14 | 7 12 | ... | 7 12 | 8 1 | 7 14 | 7 12 | 8 3 | 8 3 | 8 5 |
| Mainpuri ... | 7 14 | 7 12 | ... | 7 14 | 8 1 | 8 1 | 7 12 | 8 5 | 8 5 | 8 5 |
| Mainpuri Kachari * ... | 7 14 | 7 12 | ... | 7 14 | 8 1 | 8 1 | 7 12 | 8 5 | 8 5 | 8 5 |
| Bhongaon ... | 7 14 | 7 14 | ... | 7 14 | 8 1 | 8 1 | 7 14 | 8 5 | 8 5 | 8 5 |
| Mota * ... | 8 1 | 7 14 | ... | 8 1 | 8 3 | 8 1 | 7 14 | 8 5 | 8 5 | 8 7 |
| Nibkarori ... | 8 0 | 8 0 | ... | 8 0 | 8 3 | 8 3 | 7 14 | 8 7 | 8 7 | 8 7 |
| Ugarpur * ... | 8 0 | 7 14 | ... | 8 0 | 8 3 | 8 3 | 7 14 | 8 7 | 8 7 | 8 7 |
| Farukhabad (a) ... | 7-13-6 | 7-11-6 | ... | 7-13-6 | 8-0-6 | 7-13-6 | 7-11-6 | 8-4-6 | 8-4-6 | 8-4-6 |

* Not open for coal, coke and patent fuel in full wagon loads.

† The rate from Jarandih Siding is Rs. 6-14-0 per ton.

‡ Open for B. B. & C. I. Railway Loco. coal.

(a) The rates for coal, coke and patent fuel for the use of B. B. & C. I. Ry. are Re. 0-4-0 per ton less than these rates. These rates are not subject to the levy of the E. I. Ry. receiving end terminal charge of Re. 0-2-0 per ton.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardih and Katragarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|------------------------------|-------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Makkhanpur ... | 7 12 | 7 10 | ... | 7 12 | 7 14 | 7 14 | 7 10 | 8 3 | 8 3 | 8 3 |
| Firozabad ... | 7 12 | 7 10 | ... | 7 12 | 7 14 | 7 14 | 7 10 | 8 3 | 8 3 | 8 3 |
| Harangau ... | 7 12 | 7 12 | ... | 7 12 | 7 14 | 7 14 | 7 12 | 8 3 | 8 3 | 8 3 |
| Tundla ... | 7 14 | 7 12 | ... | 7 14 | 8 1 | 7 14 | 7 12 | 8 3 | 8 3 | 8 5 |
| Agra Branch— | | | | | | | | | | |
| Etmadpur ... | 7 14 | 7 12 | ... | 7 14 | 8 1 | 7 14 | 7 12 | 8 5 | 8 5 | 8 5 |
| Kuberpur ... | 7 14 | 7 12 | ... | 7 14 | 8 1 | 8 1 | 7 12 | 8 5 | 8 5 | 8 5 |
| Jumna Bridge ... | 7 14 | 7 14 | ... | 7 14 | 8 1 | 8 1 | 7 14 | 8 5 | 8 5 | 8 5 |
| Belanganj ... | 7 14 | 7 14 | ... | 7 14 | 8 1 | 8 1 | 7 14 | 8 5 | 8 5 | 8 5 |
| Agra Cant. ... | 8 1 | 7 14 | ... | 7 14 | 8 3 | 8 1 | 7 14 | 8 5 | 8 5 | 8 7 |
| Idgah (Agra)§ | 7 15 | 7 12 | ... | 7 15 | 8 1 | 7 15 | 7 12 | 8 3 | 8 3 | 8 5 |
| Barhan ... | 7 14 | 7 12 | ... | 7 14 | 8 1 | 8 1 | 7 12 | 8 5 | 8 5 | 8 5 |
| Chamrola* ... | 7 14 | 7 14 | ... | 7 14 | 8 1 | 8 1 | 7 14 | 8 5 | 8 5 | 8 5 |
| Jalesar Road ... | 7 14 | 7 14 | ... | 7 14 | 8 3 | 8 1 | 7 14 | 8 5 | 8 5 | 8 5 |
| Pora* ... | 8 1 | 7 14 | ... | 8 1 | 8 3 | 8 3 | 7 14 | 8 7 | 8 7 | 8 7 |
| Hathras ... | 8 1 | 7 14 | ... | 8 1 | 8 3 | 8 3 | 7 14 | 8 7 | 8 7 | 8 7 |
| Hathras Kilah ... | 8 1 | 8 1 | ... | 8 1 | 8 3 | 8 3 | 8 1 | 8 7 | 8 7 | 8 7 |
| Sasni ... | 8 1 | 8 1 | ... | 8 1 | 8 3 | 8 3 | 8 1 | 8 7 | 8 7 | 8 7 |
| Madrak ... | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 3 | 8 1 | 8 7 | 8 7 | 8 10 |
| Daud Khan* ... | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Aligarh ... | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Mehrawal ... | 8 3 | 8 3 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Kulwa* ... | 8 3 | 8 3 | ... | 8 3 | 8 5 | 8 5 | 8 3 | 8 10 | 8 10 | 8 10 |
| Somna ... | 8 5 | 8 3 | ... | 8 5 | 8 7 | 8 5 | 8 3 | 8 12 | 8 12 | 8 12 |
| Damar* ... | 8 5 | 8 3 | ... | 8 5 | 8 7 | 8 7 | 8 3 | 8 12 | 8 12 | 8 12 |
| Khurja Junc. ... | 8 5 | 8 5 | ... | 8 5 | 8 7 | 8 7 | 8 5 | 8 12 | 8 12 | 8 12 |
| Khurja-Hapur Section— | | | | | | | | | | |
| Khurja City ... | 8 7 | 8 5 | ... | 8 5 | 8 10 | 8 7 | 8 5 | 8 12 | 8 12 | 8 14 |
| Maman* ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 |
| Bulandshahr ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 |
| Baral* ... | 8 7 | 8 7 | ... | 8 7 | 8 12 | 8 10 | 8 7 | 8 14 | 8 14 | 8 14 |
| Gulaothi ... | 8 10 | 8 7 | ... | 8 10 | 8 12 | 8 10 | 8 7 | 9 0 | 9 0 | 9 0 |
| Hafizpur* ... | 8 10 | 8 7 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Hapur ... | 8 10 | 8 7 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Sikandarpur ... | 8 7 | 8 5 | ... | 8 5 | 8 10 | 8 7 | 8 5 | 8 12 | 8 12 | 8 14 |
| Chola ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 |
| Wair* ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 |
| Dankaur ... | 8 7 | 8 7 | ... | 8 7 | 8 10 | 8 10 | 8 7 | 8 14 | 8 14 | 8 14 |
| Ajaibpur ... | 8 7 | 8 7 | ... | 8 7 | 8 12 | 8 10 | 8 7 | 8 14 | 8 14 | 8 14 |
| Dadri ... | 8 10 | 8 7 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Maripat* ... | 8 10 | 8 7 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Ghaziabad ... | 8 10 | 8 10 | ... | 8 10 | 8 12 | 8 12 | 8 10 | 9 0 | 9 0 | 9 0 |
| Delhi† ... | 8 12 | 8 10 | ... | 8 12 | 8 14 | 8 14 | 8 10 | 9 3 | 9 3 | 9 3 |

* Not open for coal, coke and patent fuel in full wagon loads.

† Coal, coke and patent fuel for the Public cannot be booked to Delhi station itself.

§ Open for B. B. & C. I. Railway Loco. coal only.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardihi and Katrasgarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|---------------------|---------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Kashi ... | 6 3 | 5 15 | ... | 6 3 | 6 5 | 6 5 | 5 15 | 6 5 | 6 5 | 6 5 |
| Benares Cant. ... | 6 3 | 6 1 | ... | 6 3 | 6 5 | 6 5 | 6 1 | 6 5 | 6 5 | 6 5 |
| Lohta ... | 6 5 | 6 1 | ... | 6 5 | 6 5 | 6 5 | 6 1 | 6 5 | 6 5 | 6 5 |
| Chaukhandi ... | 6 5 | 6 3 | ... | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 5 |
| Kapsethi ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Parsipur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhadohi ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mondh ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Suriawan ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Saral Kansral ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Janghal ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Nibhapur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Badshahpur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Suwansa ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Gaura ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Dandupur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Pirthiganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Partabgarh Oudh ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Prayag ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Phaphamau ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Siwait ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mau Aima ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Bishnathganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Bhupla Mau† ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Kohndaur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Piparpur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Sultanpur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Dwarkaganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Kurebhar ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Khajurhat ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Malethu Kanak† ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Bharatkund ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Tharwai ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Seral Chandl ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Phulpur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bibipur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Barya Ram* ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jarauna ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Barsathi* ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bhanaur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Marlahu ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Salkhapur† ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |

* Not open for coal, coke and patent fuel in full wagon loads.

† Open for coal traffic up to 60 maunds for consignment.

‡ Open for Goods up to 81 maunds per day.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding and terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardihi and Katragarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Girdih Branch | | |
|-------------------|--------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|---------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Chilbila ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jagesharganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 |
| Antu ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Amethi ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Gauriganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Bani ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Jais ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Fursatganj ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 5 | 6 5 | 6 10 | 6 10 | 6 12 |
| Rupamau ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Rae-Baroli ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Gangaganj ... | 6 5 | 6 5 | ... | 6 5 | 6 10 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Harchandpur ... | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 8 | 6 5 | 6 14 | 6 14 | 6 14 |
| Kundanganj ... | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 10 | 6 5 | 6 14 | 6 14 | 6 14 |
| Bachhrawan ... | 6 8 | 6 8 | ... | 6 8 | 6 10 | 6 10 | 6 5 | 6 14 | 6 14 | 6 14 |
| Nigohan ... | 6 10 | 6 8 | ... | 6 8 | 6 12 | 6 10 | 6 8 | 6 14 | 6 14 | 7 1 |
| Mohanlalganj ... | 6 10 | 6 8 | ... | 6 10 | 6 12 | 6 12 | 6 8 | 7 1 | 7 1 | 7 1 |
| Utraltia ... | 6 10 | 6 8 | ... | 6 10 | 6 12 | 6 12 | 6 10 | 7 1 | 7 1 | 7 1 |
| Lucknow ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 12 | 6 10 | 7 1 | 7 1 | 7 3 |
| Jaunpur Kutchery | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Baksha ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sri Krishna Nagar | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Harpaganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Keoripur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Lambhua ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Manyari ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 10 |
| Musafirkhana ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Nihalgarh ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 8 | 5 5 | 6 10 | 6 10 | 6 10 |
| Inhauna ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Haidergarh ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Bhilwal ... | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 10 | 6 8 | 6 14 | 6 14 | 6 14 |
| Rahmatnagar ... | 6 8 | 6 8 | ... | 6 8 | 6 10 | 6 10 | 6 8 | 6 14 | 6 14 | 6 14 |
| Anupganj ... | 6 8 | 6 8 | ... | 6 8 | 6 10 | 6 10 | 6 8 | 6 14 | 6 14 | 6 14 |
| Shilpur ... | 6 5 | 6 1 | ... | 6 5 | 6 5 | 6 5 | 6 1 | 6 5 | 6 5 | 6 5 |
| Babatpur ... | 6 5 | 6 3 | ... | 6 5 | 6 5 | 6 5 | 6 3 | 6 5 | 6 5 | 6 5 |
| Khalispur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jalalaganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Sarkoni ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Zafarabad ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jaunpur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Mihrawan ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Khetasarai ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |

N.B.—(1) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(2) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jherriah, Pathardihi and Katrasgarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|---------------------|----------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Shahganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Bilwal ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Malipur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Jafarganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Akbarpur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Surapur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Tanda ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Katahri ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Goshaliganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Ulna Bhari ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Bilhar Ghat ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Darshan nagar ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Ajodhya ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Fyzabad City ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Fyzabad ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Salarnur ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 5 | 6 5 | 6 10 | 6 10 | 6 12 |
| Sohwal ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Deorakot* ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Baragaon ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Radauli ... | 6 8 | 6 5 | ... | 6 5 | 6 10 | 6 8 | 6 5 | 6 12 | 6 12 | 6 14 |
| Rauzagaon† ... | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 8 | 6 5 | 6 14 | 6 14 | 6 14 |
| Patranga ... | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 10 | 6 5 | 6 14 | 6 14 | 6 14 |
| Daryabad ... | 6 8 | 6 8 | ... | 6 8 | 6 10 | 6 10 | 6 8 | 6 14 | 6 14 | 6 14 |
| Saidkhanpur ... | 6 10 | 6 8 | ... | 6 8 | 6 12 | 6 10 | 6 8 | 6 14 | 6 14 | 7 1 |
| Safidarganj ... | 6 10 | 6 8 | ... | 6 10 | 6 12 | 6 12 | 6 8 | 7 1 | 7 1 | 7 1 |
| Rasauli ... | 6 10 | 6 10 | ... | 6 10 | 6 12 | 6 12 | 6 8 | 7 1 | 7 1 | 7 1 |
| Barabanki ... | 6 10 | 6 10 | ... | 6 10 | 6 14 | 6 12 | 6 10 | 7 1 | 7 1 | 7 1 |
| Jahangirabad ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 12 | 6 10 | 7 3 | 7 3 | 7 3 |
| Bindaura ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Burhwal ... | 6 12 | 6 12 | ... | 6 12 | 6 14 | 6 14 | 6 12 | 7 3 | 7 3 | 7 3 |
| Mahadewa ... | 6 12 | 6 12 | ... | 6 12 | 7 1 | 6 14 | 6 12 | 7 3 | 7 3 | 7 3 |
| Bahramghat ... | 6 14 | 6 12 | ... | 6 12 | 7 1 | 6 14 | 6 12 | 7 3 | 7 3 | 7 5 |
| Jygaur ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Malhaur ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Serai Gopal* ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Atrampur ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 | 6 5 |
| Ram Chaura Road ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Lalgopalganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Bhadri ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Harnamganj ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 8 | 6 8 | 6 8 |
| Gotni ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Parliawan ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |

* Not open for coal, coke and patent fuel in full wagon loads.

† Open for goods up to 81 maunds per day.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardihi and Katrasgarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|-------------------|---------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Unchahar ... | 6 5 | 6 5 | ... | 6 5 | 6 5 | 6 5 | 6 5 | 6 10 | 6 10 | 6 10 |
| Lachhmanpur ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Daryapur ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Ishwardaspur ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 5 | 6 5 | 6 10 | 6 10 | 6 12 |
| Jalalpur-Dhai ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Dalmau ... | 6 5 | 6 5 | ... | 6 5 | 6 8 | 6 8 | 6 5 | 6 12 | 6 12 | 6 12 |
| Ubarni ... | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 8 | 6 5 | 6 12 | 6 12 | 6 14 |
| Lalganj ... | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 8 | 6 5 | 6 14 | 6 14 | 6 14 |
| Raghuraj Singh | 6 8 | 6 5 | ... | 6 8 | 6 10 | 6 10 | 6 5 | 6 14 | 6 14 | 6 14 |
| Baiswara ... | 6 8 | 6 8 | ... | 6 8 | 6 10 | 6 10 | 6 8 | 6 14 | 6 14 | 6 14 |
| Takia ... | 6 8 | 6 8 | ... | 6 8 | 6 12 | 6 10 | 6 8 | 6 14 | 6 14 | 6 14 |
| Bighapur ... | 6 10 | 6 8 | ... | 6 10 | 6 12 | 6 12 | 6 8 | 7 1 | 7 1 | 7 1 |
| Tikauli Rawatpur† | 6 10 | 6 8 | ... | 6 10 | 6 12 | 6 12 | 6 8 | 7 1 | 7 1 | 7 1 |
| Achalganj ... | 6 10 | 6 10 | ... | 6 10 | 6 12 | 6 12 | 6 10 | 7 1 | 7 1 | 7 1 |
| Amausi ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Harauni ... | 6 12 | 6 12 | ... | 6 12 | 6 14 | 6 14 | 6 12 | 7 3 | 7 3 | 7 3 |
| Jaitipur ... | 6 14 | 6 12 | ... | 6 12 | 7 1 | 6 14 | 6 12 | 7 3 | 7 3 | 7 5 |
| Ajgain ... | 6 12 | 6 12 | ... | 6 12 | 6 14 | 6 14 | 6 12 | 7 3 | 7 3 | 7 3 |
| Sonik ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Unao ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Unao Mills* ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Magarwar ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Juhi ... | 6 12 | 6 12 | ... | 6 12 | 7 1 | 6 14 | 6 12 | 7 3 | 7 3 | 7 3 |
| Makhi ... | 6 12 | 6 12 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Safipur ... | 6 14 | 6 12 | ... | 6 14 | 7 1 | 6 14 | 6 12 | 7 3 | 7 3 | 7 5 |
| Ugu ... | 6 14 | 6 12 | ... | 6 14 | 7 1 | 7 1 | 6 12 | 7 5 | 7 5 | 7 5 |
| Bangarmau ... | 6 14 | 6 14 | ... | 6 14 | 7 1 | 7 1 | 6 14 | 7 5 | 7 5 | 7 5 |
| Ganjmuradabad ... | 7 1 | 6 14 | ... | 7 1 | 7 3 | 7 1 | 6 14 | 7 5 | 7 5 | 7 7 |
| Mallanwan ... | 7 1 | 6 14 | ... | 7 1 | 7 3 | 7 3 | 6 14 | 7 7 | 7 7 | 7 7 |
| Alamnagar ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Kakori ... | 6 12 | 6 10 | ... | 6 12 | 6 14 | 6 14 | 6 10 | 7 3 | 7 3 | 7 3 |
| Mallhabad ... | 6 12 | 6 12 | ... | 6 12 | 6 14 | 6 14 | 6 12 | 7 3 | 7 3 | 7 3 |
| Dilawarnagar ... | 6 14 | 6 12 | ... | 6 14 | 7 1 | 6 14 | 6 12 | 7 3 | 7 3 | 7 5 |
| Rahimabad ... | 6 14 | 6 12 | ... | 6 14 | 7 1 | 7 1 | 6 12 | 7 5 | 7 5 | 7 5 |
| Sandila ... | 6 14 | 6 14 | ... | 6 14 | 7 1 | 7 1 | 6 12 | 7 5 | 7 5 | 7 5 |
| Umartalli ... | 6 14 | 6 14 | ... | 6 14 | 7 1 | 7 1 | 6 14 | 7 5 | 7 5 | 7 5 |
| Dalelnagar ... | 6 14 | 6 14 | ... | 6 14 | 7 3 | 7 1 | 6 14 | 7 5 | 7 5 | 7 5 |
| Balamau ... | 7 1 | 6 14 | ... | 7 1 | 7 3 | 7 3 | 6 14 | 7 7 | 7 7 | 7 7 |
| Arseni ... | 7 1 | 6 14 | ... | 7 1 | 7 3 | 7 3 | 6 14 | 7 7 | 7 7 | 7 7 |
| Beniganj ... | 7 1 | 7 1 | ... | 7 1 | 7 3 | 7 3 | 7 1 | 7 7 | 7 7 | 7 7 |
| Nimsar ... | 7 3 | 7 1 | ... | 7 3 | 7 5 | 7 3 | 7 1 | 7 7 | 7 7 | 7 10 |

* Open for consignment in full wagon loads for Unao Sugar Works only.

† Not open for coal, coke and patent fuel in full wagon loads.

‡ Open for 50 maunds per consignment.

1. (i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jherriah, Pachardihi and Katragarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|------------------|---------------------------------------------------|-------------|--------|-------|-------------|-----------|------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| Misrikh Tirath | 7 3 | 7 1 | ... | 7 3 | 7 5 | 7 5 | 7 1 | 7 10 | 7 10 | 7 10 |
| Ramkot | 7 3 | 7 3 | ... | 7 3 | 7 5 | 7 5 | 7 3 | 7 10 | 7 10 | 7 10 |
| Sitapur City | 7 5 | 7 3 | ... | 7 5 | 7 7 | 7 5 | 7 3 | 7 10 | 7 10 | 7 12 |
| Atwa | 7 1 | 7 1 | ... | 7 1 | 7 3 | 7 3 | 6 14 | 7 7 | 7 7 | 7 7 |
| Madhoganj | 7 1 | 7 1 | ... | 7 1 | 7 3 | 7 3 | 6 14 | 7 7 | 7 7 | 7 7 |
| Bligram | 7 3 | 7 1 | ... | 7 3 | 7 5 | 7 3 | 7 1 | 7 7 | 7 7 | 7 10 |
| Auhadpur | 7 3 | 7 1 | ... | 7 3 | 7 5 | 7 5 | 7 1 | 7 10 | 7 10 | 7 10 |
| Baghauli | 7 1 | 6 14 | ... | 7 1 | 7 3 | 7 3 | 6 14 | 7 7 | 7 7 | 7 7 |
| Masit | 7 1 | 7 1 | ... | 7 1 | 7 3 | 7 3 | 6 14 | 7 7 | 7 7 | 7 7 |
| Karna | 7 1 | 7 1 | ... | 7 1 | 7 5 | 7 3 | 7 1 | 7 7 | 7 7 | 7 7 |
| Hardoi | 7 1 | 7 1 | ... | 7 3 | 7 5 | 7 5 | 7 1 | 7 10 | 7 10 | 7 10 |
| Kaurha | 7 3 | 7 1 | ... | 7 3 | 7 5 | 7 5 | 7 1 | 7 10 | 7 10 | 7 10 |
| Behta Gokul | 7 3 | 7 3 | ... | 7 3 | 7 5 | 7 5 | 7 3 | 7 10 | 7 10 | 7 10 |
| Todarpur | 7 5 | 7 3 | ... | 7 3 | 7 7 | 7 5 | 7 3 | 7 10 | 7 10 | 7 12 |
| Anjhi | 7 5 | 7 3 | ... | 7 5 | 7 7 | 7 7 | 7 3 | 7 12 | 7 12 | 7 12 |
| Algawan | 7 5 | 7 3 | ... | 7 5 | 7 7 | 7 7 | 7 3 | 7 12 | 7 12 | 7 12 |
| Kahilia | 7 5 | 7 5 | ... | 7 5 | 7 7 | 7 7 | 7 5 | 7 12 | 7 12 | 7 12 |
| Rosa Jn. | 7 5 | 7 5 | ... | 7 5 | 7 10 | 7 7 | 7 5 | 7 12 | 7 12 | 7 12 |
| Unchaulla | 7 7 | 7 5 | ... | 7 7 | 7 10 | 7 10 | 7 5 | 7 14 | 7 14 | 7 14 |
| Jung Bahadurganj | 7 7 | 7 7 | ... | 7 7 | 7 10 | 7 10 | 7 7 | 7 14 | 7 14 | 7 14 |
| Jahanikhara | 7 7 | 7 7 | ... | 7 7 | 7 10 | 7 10 | 7 5 | 7 14 | 7 14 | 7 14 |
| Maigalganj | 7 7 | 7 5 | ... | 7 7 | 7 10 | 7 10 | 7 5 | 7 14 | 7 14 | 7 14 |
| Neri | 7 7 | 7 5 | ... | 7 7 | 7 10 | 7 7 | 7 5 | 7 12 | 7 12 | 7 14 |
| Maholi | 7 5 | 7 5 | ... | 7 5 | 7 7 | 7 7 | 7 5 | 7 12 | 7 12 | 7 12 |
| Hempur | 7 5 | 7 3 | ... | 7 5 | 7 7 | 7 7 | 7 3 | 7 12 | 7 12 | 7 12 |
| Shahjahanpur | 7 7 | 7 5 | ... | 7 7 | 7 10 | 7 10 | 7 5 | 7 14 | 7 14 | 7 14 |
| Banthra | 7 7 | 7 5 | ... | 7 7 | 7 10 | 7 10 | 7 5 | 7 14 | 7 14 | 7 14 |
| Tilhar | 7 7 | 7 7 | ... | 7 7 | 7 10 | 7 10 | 7 7 | 7 14 | 7 14 | 7 14 |
| Miranpur Katra | 7 10 | 7 7 | ... | 7 10 | 7 12 | 7 10 | 7 7 | 7 14 | 7 14 | 8 1 |
| Bilpur | 7 10 | 7 7 | ... | 7 10 | 7 12 | 7 12 | 7 7 | 8 1 | 8 1 | 8 1 |
| Tisua | 7 10 | 7 7 | ... | 7 10 | 7 12 | 7 12 | 7 7 | 8 1 | 8 1 | 8 1 |
| Pitambarpur | 7 10 | 7 10 | ... | 7 10 | 7 12 | 7 12 | 7 10 | 8 1 | 8 1 | 8 1 |
| Rasuiya | 7 12 | 7 10 | ... | 7 12 | 7 14 | 7 12 | 7 10 | 8 1 | 8 1 | 8 3 |
| Bareilly | 7 12 | 7 10 | ... | 7 12 | 7 14 | 7 14 | 7 10 | 8 3 | 8 3 | 8 3 |
| Basharatganj | 7 12 | 7 12 | ... | 7 12 | 7 14 | 7 14 | 7 12 | 8 3 | 8 3 | 8 3 |
| Aonla | 7 14 | 7 12 | ... | 7 14 | 8 1 | 8 1 | 7 12 | 8 5 | 8 5 | 8 5 |
| Karengi | 7 14 | 7 14 | ... | 7 14 | 8 1 | 8 1 | 7 12 | 8 5 | 8 5 | 8 5 |
| Dabtara | 7 14 | 7 14 | ... | 7 14 | 8 1 | 8 1 | 7 14 | 8 5 | 8 5 | 8 5 |
| Asafpur | 8 1 | 7 14 | ... | 8 1 | 8 3 | 8 1 | 7 14 | 8 5 | 8 5 | 8 7 |
| Chaudausi | 8 1 | 7 14 | ... | 8 1 | 8 3 | 8 3 | 7 14 | 8 7 | 8 7 | 8 7 |
| Bahjoi | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 3 | 8 1 | 8 7 | 8 7 | 8 10 |

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardih and Katrasgarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Girdih Branch | | |
|------------------------|--------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|---------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Dhanari ... | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Babrula ... | 8 3 | 8 3 | ... | 8 3 | 8 7 | 8 5 | 8 3 | 8 10 | 8 10 | 8 10 |
| Rajghat Narora ... | 8 5 | 8 3 | ... | 8 5 | 8 7 | 8 5 | 8 3 | 8 10 | 8 10 | 8 12 |
| Dibai ... | 8 5 | 8 3 | ... | 8 5 | 8 7 | 8 7 | 8 3 | 8 12 | 8 12 | 8 12 |
| Atrauli Road ... | 8 5 | 8 3 | ... | 8 5 | 8 7 | 8 7 | 8 3 | 8 12 | 8 12 | 8 12 |
| Harduaganj ... | 8 3 | 8 3 | ... | 8 3 | 8 7 | 8 5 | 8 3 | 8 10 | 8 10 | 8 10 |
| Manzurgarhi ... | 8 3 | 8 3 | ... | 8 3 | 8 5 | 8 5 | 8 3 | 8 10 | 8 10 | 8 10 |
| Clutterbuckganj ... | 7 12 | 7 12 | ... | 7 12 | 7 14 | 7 14 | 7 10 | 8 3 | 8 3 | 8 3 |
| Bhitauna ... | 7 12 | 7 12 | ... | 7 12 | 8 1 | 7 14 | 7 12 | 8 3 | 8 3 | 8 3 |
| Dhanata ... | 7 14 | 7 12 | ... | 7 14 | 8 1 | 7 14 | 7 12 | 8 5 | 8 5 | 8 5 |
| Nagarla Sadat ... | 7 14 | 7 12 | ... | 7 14 | 8 1 | 8 1 | 7 12 | 8 5 | 8 5 | 8 5 |
| Milak ... | 7 14 | 7 14 | ... | 7 14 | 8 1 | 8 1 | 7 12 | 8 5 | 8 5 | 8 5 |
| Duganpur ... | 7 14 | 7 14 | ... | 7 14 | 8 1 | 8 1 | 7 14 | 8 5 | 8 5 | 8 5 |
| Dhamora ... | 8 1 | 7 14 | ... | 7 14 | 8 3 | 8 1 | 7 14 | 8 5 | 8 5 | 8 7 |
| Shahzad Nagar ... | 8 1 | 7 14 | ... | 8 1 | 8 3 | 8 1 | 7 14 | 8 7 | 8 7 | 8 7 |
| Rampur ... | 8 1 | 7 14 | ... | 8 1 | 8 3 | 8 3 | 7 14 | 8 7 | 8 7 | 8 7 |
| Mundha Pande ... | 8 1 | 8 1 | ... | 8 1 | 8 3 | 8 3 | 7 14 | 8 7 | 8 7 | 8 7 |
| Dalpatpur ... | 8 1 | 8 1 | ... | 8 1 | 8 3 | 8 3 | 8 1 | 8 7 | 8 7 | 8 7 |
| Kathghar* ... | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 3 | 8 1 | 8 7 | 8 7 | 8 10 |
| Moradabad ... | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Kandarki ... | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Raja-ka-Sahaspur ... | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 3 | 8 1 | 8 10 | 8 10 | 8 10 |
| Sambal-Hatim Sarai ... | 8 3 | 8 3 | ... | 8 3 | 8 5 | 8 5 | 8 3 | 8 10 | 8 10 | 8 10 |
| Sirsi Makhdumpur ... | 8 3 | 8 3 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Jargaon ... | 8 1 | 8 1 | ... | 8 1 | 8 5 | 8 3 | 8 1 | 8 7 | 8 7 | 8 7 |
| Hakeempur ... | 8 3 | 8 3 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Kailsa ... | 8 3 | 8 3 | ... | 8 3 | 8 7 | 8 5 | 8 3 | 8 10 | 8 10 | 8 10 |
| Amroha ... | 8 5 | 8 3 | ... | 8 5 | 8 7 | 8 5 | 8 3 | 8 12 | 8 12 | 8 12 |
| Kafurpur ... | 8 5 | 8 3 | ... | 8 5 | 8 7 | 8 7 | 8 3 | 8 12 | 8 12 | 8 12 |
| Gajroula ... | 8 5 | 8 5 | ... | 8 5 | 8 7 | 8 7 | 8 5 | 8 12 | 8 12 | 8 12 |
| Sherpur ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 |
| Mandi Dhanaura ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 |
| Chandpur Slau ... | 8 7 | 8 7 | ... | 8 7 | 8 12 | 8 10 | 8 7 | 8 14 | 8 14 | 8 14 |
| Sisauna ... | 8 10 | 8 7 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Haldaur ... | 8 10 | 8 7 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Khari Jhalu ... | 8 10 | 8 10 | ... | 8 10 | 8 12 | 8 12 | 8 10 | 9 0 | 9 0 | 9 0 |
| Bijnor ... | 8 12 | 8 10 | ... | 8 12 | 8 14 | 8 12 | 8 10 | 9 0 | 9 0 | 9 3 |
| Basi Kiratpur ... | 8 10 | 8 10 | ... | 8 10 | 8 14 | 8 12 | 8 10 | 9 0 | 9 0 | 9 0 |
| Kankhather ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 7 | 8 5 | 8 12 | 8 12 | 8 14 |
| Garhmukhtesar ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 |

* Not open for coal coke, and patent fuel in full wagon loads.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding and terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

| STATIONS TO | Kusunda, Jheriah, Pathardihi and Katragarh | Chandrapura | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Giridih Branch | | |
|--------------------------------------------|--------------------------------------------------|-------------|--------|--------|-------------|-----------|--------|----------------|-------------|-------------------|
| | | | | | | | | Serampore | Kurhurbaree | Domohani No. 2 |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Simbhaoli ... | 8 7 | 8 7 | ... | 8 7 | 8 10 | 8 10 | 8 7 | 8 14 | 8 14 | 8 14 |
| Kuchesar Road ... | 8 10 | 8 7 | ... | 8 7 | 8 12 | 8 10 | 8 7 | 8 14 | 8 14 | 9 0 |
| Babugarh ... | 8 10 | 8 7 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Pilkhuwa ... | 8 10 | 8 10 | ... | 8 10 | 8 12 | 8 12 | 8 10 | 9 0 | 9 0 | 9 0 |
| Dasna ... | 8 12 | 8 10 | ... | 8 12 | 8 14 | 8 12 | 8 10 | 9 3 | 9 3 | 9 3 |
| Panchi ... | 8 10 | 8 10 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Kharkhauda ... | 8 10 | 8 10 | ... | 8 10 | 8 12 | 8 12 | 8 10 | 9 0 | 9 0 | 9 0 |
| Meerut City ... | 8 12 | 8 10 | ... | 8 12 | 8 14 | 8 14 | 8 10 | 9 3 | 9 3 | 9 3 |
| Harthala§ ... | 8 3 | 8 3 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Aghwanpur ... | 8 3 | 8 1 | ... | 8 3 | 8 5 | 8 5 | 8 1 | 8 10 | 8 10 | 8 10 |
| Matlabpur ... | 8 3 | 8 3 | ... | 8 3 | 8 5 | 8 5 | 8 3 | 8 10 | 8 10 | 8 10 |
| Khanth ... | 8 5 | 8 3 | ... | 8 5 | 8 7 | 8 5 | 8 3 | 8 10 | 8 10 | 8 12 |
| Mewa Nawada ... | 8 5 | 8 3 | ... | 8 5 | 8 7 | 8 7 | 8 3 | 8 12 | 8 12 | 8 12 |
| Seohara ... | 8 5 | 8 5 | ... | 8 5 | 8 7 | 8 7 | 8 3 | 8 12 | 8 12 | 8 12 |
| Chakrajmal ... | 8 5 | 8 5 | ... | 8 5 | 8 7 | 8 7 | 8 5 | 8 12 | 8 12 | 8 12 |
| Dhampur ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 7 | 8 5 | 8 12 | 8 12 | 8 14 |
| Puraini ... | 8 7 | 6 5 | ... | 8 7 | 8 10 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 |
| Nagina ... | 8 7 | 8 5 | ... | 8 7 | 8 10 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 |
| Bundki ... | 8 7 | 8 5 | ... | 8 7 | 8 12 | 8 10 | 8 7 | 8 14 | 8 14 | 8 14 |
| Najibabad ... | 8 10 | 8 7 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Sanah Road ... | 8 10 | 8 10 | ... | 8 10 | 8 12 | 8 12 | 3 10 | 9 0 | 9 0 | 9 0 |
| Kotdwara ... | 8 12 | 8 10 | ... | 8 10 | 8 14 | 8 12 | 8 10 | 9 0 | 9 0 | 9 3 |
| Muazzampur Narain ... | 8 10 | 8 10 | ... | 8 10 | 8 12 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 |
| Chandok ... | 8 10 | 8 10 | ... | 8 10 | 8 12 | 8 12 | 8 10 | 9 0 | 9 0 | 9 0 |
| Balawali ... | 8 12 | 8 10 | ... | 8 12 | 8 14 | 8 12 | 8 10 | 9 0 | 9 0 | 9 3 |
| Raisi ... | 8 12 | 8 10 | ... | 8 12 | 8 14 | 8 14 | 8 10 | 9 3 | 9 3 | 9 3 |
| Lhaksar ... | 8 12 | 8 10 | ... | 8 12 | 8 14 | 8 14 | 8 10 | 9 3 | 9 3 | 9 3 |
| Dausni ... | 8 12 | 8 12 | ... | 8 12 | 8 14 | 8 14 | 8 12 | 9 3 | 9 3 | 9 3 |
| Althal ... | 8 12 | 8 12 | ... | 8 12 | 8 14 | 8 14 | 8 12 | 9 3 | 9 3 | 9 3 |
| Pathri ... | 8 12 | 8 12 | ... | 8 12 | 9 0 | 8 14 | 8 12 | 9 3 | 9 3 | 9 3 |
| Jawalapur ... | 8 14 | 8 12 | ... | 8 14 | 9 0 | 9 0 | 8 12 | 9 5 | 9 5 | 9 5 |
| Hardwar ... | 8 14 | 8 12 | ... | 8 14 | 9 0 | 9 0 | 8 12 | 9 5 | 9 5 | 9 5 |
| Landhaura ... | 8 12 | 8 12 | ... | 8 12 | 8 14 | 8 14 | 8 12 | 9 3 | 9 3 | 9 3 |
| Roorkee ... | 8 14 | 8 12 | ... | 8 14 | 9 0 | 8 14 | 8 12 | 9 3 | 9 3 | 9 5 |
| Iqbalpur ... | 8 14 | 8 12 | ... | 8 14 | 9 0 | 9 0 | 8 12 | 9 5 | 9 5 | 9 5 |
| Chodiala ... | 8 14 | 8 12 | ... | 8 14 | 9 0 | 9 0 | 8 12 | 9 5 | 9 5 | 9 5 |
| Baliakheri ... | 8 14 | 8 14 | ... | 8 14 | 9 3 | 9 0 | 8 14 | 9 5 | 9 5 | 9 5 |
| Khan Alampur West* ... | 9 0 | 8 14 | ... | 9 0 | 9 3 | 9 0 | 8 14 | 9 7 | 9 7 | 9 7 |
| Saharanpur ... | 9 0 | 8 14 | ... | 9 0 | 9 3 | 9 3 | 8 14 | 9 7 | 9 7 | 9 7 |
| Via Saharanpur (a) (for S. S. L. Railway). | 9-2-6 | 9-0-6 | ... | 9-2-6 | 9-5-6 | 9-5-6 | 9-0-6 | 9-9-6 | 9-9-6 | 9-9-6 |

(a) These rates exclude the receiving end terminal charge of Re. 0-2-0 per ton.

† Closed.

§ Not yet opened for coal traffic.

* Open only for Military traffic as well as for Railway Materials and Stores including Railway coal.
N.B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition (except on soft coke) as notified in paragraph 10, page 28 of this Tariff.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—A forwarding end terminal charge of Re. 0-4-0 per ton and a receiving end terminal charge of Re. 0-2-0 per ton are included in these rates.

CHAPTER IX.

Routing of Public Coal Traffic from East Indian Railway Colliery Stations to Stations on Foreign Railways.

1. Coal traffic to North Western Railway stations.—Coal traffic for the North Western Railway stations must be booked and routed as per routes shown in the Routing Table, *viz.*:—

- (i) Stations between Muradnagar and Deoband both inclusive (excluding Meerut City and Saharanpur), Hazrat Nizamuddin and Delhi Shahdara—*via* Ghaziabad.
- (ii) Delhi-Kishanganj to Katar Singh Wala, Jakhal to Hissar, Bhatinda to Bahawalpur East, Bhila Hithar to Mujalldiwala, Lodhran to Karachi including Khanpur to Chachran, Ruk to Sibi and beyond, Kot Lakhpat to Adamwahan, Lodhran to Khanewal, Chenab West Bank to Behal, Bhuchhu Goniana to Raja Jang, Khai Phermeki to Amruka, Lehra Gaga to Sangrur—*via* Ghaziabad.
- (iii) Kaithal—*via* Ghaziabad.
- (iv) Khemkarn to Gharyala, Notak, Makhdumpur Pahoran, Abdul Hakim Mahalam, Bahadur Singhwala, Delhi Kingsway to Dhirpur and Asan to Pandu-Pindara—*via* Ghaziabad.
- (v) All other stations (except Meerut City and Saharanpur)—*via* Saharanpur.

2. Coal traffic to Great Indian Peninsula Railway stations.—Coal traffic for the Great Indian Peninsula Railway stations must be booked by the following routes:—

- (a) For traffic from Jherriah, Giridih and Raniganj Coal Fields:—
For stations Nagpur to Malkhed on the Nagpur Branch and Nagpur to Amla (excluding Amla) on the Itarsi-Nagpur Chord—*via* Asansol and Nagpur.
- For stations between Agra Cant. and Hetampur (excluding Agra Cant.) and stations on A. D. C. Line (excluding Delhi)—*via* Agra Cant.
- For stations between Cawnpore Central Goods Shed and Chirgaon (Chirgaon inclusive) and Bidhnun to Hamirpur Road—*via* Cawnpore Central Goods Shed.
- All other stations—*via* Naini.

- (b) For traffic from other Coal Fields—See paragraph 4.

3. Coal traffic for the Public for stations on the Bengal and North-Western Railway.—Coal traffic for the Public for stations on the Bengal and North-Western Railway may be booked, *via* Mokameh Ghat, *via* Manihari Ghat and Katihar, and *via* Bhagalpur and also *via* Benares Cantonment, *via* Jaunpur, *via* Shahganj and *via* Bara Banki wherever shorter than *via* Mokameh Ghat and must be routed as per Routing Table.

Coal traffic for Badshahnagar must be routed *via* Bara Banki.

Foreign Railways

4. Coal traffic from the Chandrapura-Barkakana-Barwadih Section and Rajhara and Rajhara siding to stations on the Bengal Nagpur and Great Indian Peninsula Railways and *via*.—Public coal traffic from collieries served by the Chandrapura-Barkakana and Barkakana-Barwadih Sections and from Rajhara and Rajhara siding to stations on the undermentioned Railways only will be booked *via* the route shown against each:—

| Railway and Sections | For traffic from collieries between Chandrapura and Bermo. | For traffic from Sirka Colliery Siding. | For traffic from Ray. | For traffic from Rajhara and Rajhara Siding. |
|--------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------------|-------------------------------------|----------------------------------------------|
| Bengal Nagpur Railway. | | | | |
| Shalimar to Khargpur and Khargpur to Waltair (including branches). | <i>Via</i> Chandrapura | <i>Via</i> Barkakana | <i>Via</i> Barkakana | <i>Via</i> Barkakana. |
| Kolaikunda to Nagpur (including branches). | } Do. .. | Do. .. | Do. .. | Do. |
| Bilaspur to Khongsara .. | | | | |
| Rhodri to Birsinghpur .. | Do. .. | Do. .. | Do. .. | <i>Via</i> Naini and Katni Murwara. |
| Karkeli and Chandia Road | Do. .. | Do. .. | <i>Via</i> Naini and Katni Murwara. | Do. |
| Rupaund and Jhulwara .. | Do. .. | Do. .. | Do. .. | Do. |
| Gokulpur to Gomoh (including branches) and Chandil to Asansol. | Do. .. | Do. .. | <i>Via</i> Barkakana | <i>Via</i> Barkakana. |
| Barkakana to Chandil (exclusive) Sini to Kandra. | <i>Via</i> Barkakana .. | Do. .. | Do. .. | Do. |
| Gondia (inclusive) to Padreganj · Hirdamalce to Chanda Fort. | <i>Via</i> Chandrapura | Do. .. | Do. .. | <i>Via</i> Naini and Jubbulpore. |
| Pindrai to Howbagh Jubbulpore. | } Do. .. | Do. .. | <i>Via</i> Naini and Jubbulpore. | Do. |
| Nainpur to Mandla Fort .. | | | | |
| Tempa to Dighori .. | } Do. .. | Do. .. | <i>Via</i> Barkakana | Do. |
| Khaperkheda to Linga .. | | | | |
| Nainpur to Chhindwara .. | | | | |
| Nadiara to Garh Jaipur .. | Do. .. | Do. .. | Do. .. | <i>Via</i> Barkakana. |
| Begunkodah to Lohardaga | <i>Via</i> Barkakana .. | Do. .. | Do. .. | Do. |
| Parlakimedi Light Railway and Maurbhunj Railway stations. | <i>Via</i> Chandrapura | Do. .. | Do. .. | Do. |
| Great Indian Peninsula Railway. | | | | |
| Nagpur to Malkhed .. | <i>Via</i> Chandrapura and Nagpur. | <i>Via</i> Barkakana and Nagpur. | <i>Via</i> Barkakana and Nagpur. | <i>Via</i> Barkakana and Nagpur. |
| Amraoti to Viramgaon .. | Do. .. | Do. .. | <i>Via</i> Naini .. | <i>Via</i> Naini. |
| Kalmeswar and Kohli .. | Do. .. | Do. .. | <i>Via</i> Barkakana and Nagpur. | <i>Via</i> Barkakana and Nagpur. |
| Katol to Jaulkhara .. | Do. .. | Do. .. | Do. .. | <i>Via</i> Naini. |
| Amla to Itarsi .. | Do. .. | Do. .. | <i>Via</i> Naini .. | Do. |
| All other stations .. | <i>Via</i> Naini .. | <i>Via</i> Naini .. | Do. .. | Do. |

Foreign Railways

5. Coal traffic to Bombay, Baroda and Central India Railway stations.—
Coal traffic for the Bombay, Baroda and Central India Railway stations must be routed as per Routing Table, *viz.*:—

Broad Gauge Section.

| | | |
|------------------------------------------------|----|--------------------------------------|
| Bombay to Borivli except Bombay and Dadar | .. | <i>Via</i> Naini and Dadar. |
| Amalner to Surat | .. | } <i>Via</i> Naini and Amalner. |
| Panoli to Bhayndar | .. | |
| Anklesvar to Chharodi | .. | } <i>Via</i> Agra Cant. and Bayana. |
| Gadgucha Alot to Anas | .. | |
| Godhra to Baroda | .. | |
| Rutlam to Ujjain | .. | .. |
| Muttra Jn. to Bharatpur (excluding Muttra Jn.) | .. | <i>Via</i> Agra Cant. and Muttra Jn. |
| Bharatpur to Chau Mahla (excluding Bharatpur) | .. | } <i>Via</i> Agra Cant. and Bayana. |
| Agra East Bank to Bayana | .. | |
| Jakhvada to Kharaghoda | .. | |
| Ahmedabad, Asarva or Kankaria | .. | .. |

Metre Gauge Section.

| | | |
|-------------------------------------------------------------------|----|---------------------------------------------------------|
| Cawnpore to Hathras (excluding Cawnpore, Farukhabad and Hathras). | .. | <i>Via</i> Cawnpore Central Goods Shed. |
| Hathras City (except Hathras City) to Raya | .. | <i>Via</i> Hathras. |
| Masani to Achnera (including Brindaban) | .. | } <i>Via</i> Agra East Bank. |
| Agra East Bank to Phulera | .. | |
| Phulera to Khodiar | .. | |
| Mehsana to Wadhwan | .. | } <i>Via</i> Agra East Bank. |
| Phulera to Nim-ka-thana | .. | |
| Bandikui to Alwar | .. | |
| Chauth-ka-Barwara to Sanganer | .. | } <i>Via</i> Agra East Bank. |
| Jaipur to Reengus (J. S. Ry.) | .. | |
| Ajmer to Namli | .. | |
| Indore to Nauganwan | .. | <i>Via</i> Agra East Bank. |
| Delhi Serai Rohilla (excluding Delhi Serai Rohilla) to Maonda. | .. | } <i>Via</i> Ghaziabad and Delhi Serai-Rohilla. |
| Rewari to Parisal | .. | |
| Rewari to Shergarh (except Hissar) | .. | |
| Ajanti to Rao | .. | <i>Via</i> Naini and Khanda. |
| Bariwala to Fazilka (excluding Fazilka) | .. | <i>Via</i> Ghaziabad, Delhi (S. P. Ry.) and Kot Kapura. |

Foreign Railways

(a) Coal, Coke and Patent fuel cannot be booked to Hathras City *via* Hathras Junction.

Coal, Coke and Patent fuel in full wagon loads cannot be booked to Hissar *via* Delhi Serai Rohilla.

Coal, Coke and Patent fuel cannot be booked to Bombay *via* any of the routes over the Bombay, Baroda and Central India Railway.

6. Routing of Coal to stations on the South Indian Railway.—Coal, Coke and Patent fuel from East Indian Railway Colliery stations to stations on the South Indian Railway must be routed as under:—

- (i) Stations on the lengths from Saidapet to Mundiampakkam and from Arkonam to Chingleput *via* Asansol, Waltair, Madras and Arkonam.
- (ii) Stations on the length Jalarpet to Erode including branches, Erode to Puliur, Erode to Shoranur including branches, Shoranur to Mangalore and Shoranur to Ernakulam—*via* Asansol, Waltair, Madras and Jalarpet.
- (iii) All other stations—*via* Asansol, Waltair, Madras and Katpadi.

Traffic from collieries between Chandrapura and Bermo will be routed *via* Chandrapura and traffic from Sirka Colliery siding, Ray, Rajhara and Rajhara Siding will be routed *via* Barkakana instead of *via* Asansol.

7. Coal traffic to Shahdara (Delhi)-Saharanpur Light Railway stations.—The Routing of coal traffic to Shahdara (Delhi)-Saharanpur Light Railway stations will be as follows:—

- (1) Stations from Khekra to Kandhla .. *Via* Ghaziabad and Delhi Shahdara.
- (2) Stations from Shamli to Rampur Manhyaram .. *Via* Saharanpur.

8. Rohilkund and Kumaon Railway.—Coal, Coke and Patent fuel from East Indian Railway Colliery stations must not be booked *via* Kasganj (Bombay, Baroda and Central India Railway) to stations on the Rohilkund and Kumaon Railway.

9. Coal for the use of Foreign Railways.—Coal carried for the consumption of Foreign Railways and booked to a Foreign Railway official must in all cases be booked *via* the Junction elected by the Foreign Railway concerned and declared by the sender on the Declaration Note. Foreign Railway Coal will be carried under the same conditions as Coal for the Public.

CHAPTER X.

Booking of Goods to and from Colliery Sidings and chargeable points for Goods traffic.

1. Rules for booking of Goods traffic from or to Sidings serving Collieries in the Coal Districts.—Goods traffic, excluding Excepted articles, Live-stock and Perishables may be booked from or to Colliery Sidings situated in the Coal Districts enumerated in paragraph 3 on the terms and conditions defined below:—

Note.—The booking of Explosives and Dangerous goods from or to Colliery Sidings is subject to the conditions laid down in the rules for booking of Explosives, &c.

(1) Full Wagon loads.—The traffic must be in full wagon loads (subject to a minimum weight for charge of 120 maunds per four-wheeled wagon unless some other weight condition is attached to the rates chargeable). "Smalls," *i. e.*, consignments of less than a wagon load, must on no account be booked from or to Colliery Sidings,

(2) Manager to be consignor or consignee.—Goods for despatch from or delivery at a Colliery Siding must be consigned by or to the Manager of the Colliery.

(3) Prepayment of freight.—Prepayment of freight on Mineral and Merchandise traffic (other than Coal which has been specially provided for) tendered at Colliery Sidings for despatch is compulsory, and the payment may be made either by Cash, Cheque or Credit Note.

Freight must also be prepaid in the case of Goods consigned from any station or siding to sidings serving Collieries, unless the consignees are authorised to pay freight by Cheque or Credit Note, when the traffic may be booked "To-pay."

(4) Collection of freight.—In the case of traffic booked "To-pay" to Collieries, freight must be paid to the Station Master or Goods Clerk concerned either by Cash, Cheque or Credit Note within 48 hours from midnight of the date of arrival of the wagon at the station to which the traffic has been invoiced. Until such time as the freight has been collected, the wagon will be detained at the station to which invoiced incurring demurrage.

Where prepayment of freight is required, the Colliery despatching the traffic must pay in freight to the station invoicing the traffic, as recorded in sub-paragraph (3) as soon as the wagon is drawn out from the Siding. The Railway Receipt will not be issued until freight is paid.

(5) Delay in payment of freight.—The Railway Administration will issue notice of arrival but delivery of such notice is not guaranteed.

If freight is not paid within the period mentioned in sub-paragraph (4) above, the Station Master or Goods Clerk concerned must make a written application to the consignee for the same, and in the event of freight not being received within four days the matter must be reported to the Divisional Superintendent, Asansol. The Railway Administration reserves the right to suspend or withdraw the privilege of direct siding delivery in the event of payment of freight being delayed.

(6) Surrender of Railway Receipts.—Railway Receipts both for "Paid" and "To-pay" traffic must be surrendered to the Station Master or Goods Clerk of the station to which the traffic has been invoiced as soon as the wagon has been placed in the Siding of the Colliery to which the consignment was booked.

Colliery Sidings

(7) **Indenting for wagons.**—Collieries requiring wagons for outward despatch with Goods must make a special indent on the Divisional Superintendent, Asansol or the Coal Area Superintendent, Dhanbad, as the case may be, for the number of wagons required, specifying clearly the description of the Goods and destination of the traffic.

On no account, must an empty wagon supplied for Coal loading be loaded with Goods, nor must an inward loaded Goods wagon put into the Siding be reloaded with Goods without a reference to the Divisional Superintendent, Asansol or the Coal Area Superintendent, Dhanbad, as the case may be.

(8) **Supply of Forwarding Note, Risk Note and Wagon Labels.**—A Colliery, when indenting on the Divisional Superintendent, Asansol or the Coal Area Superintendent, Dhanbad, for wagons for despatch of Goods traffic will, at the same time, obtain the necessary Goods Forwarding Note and Risk Note (where needed) together with Goods Labels from the Goods Clerk of the Depot Station. When loading of the Goods is completed the Colliery will be responsible for sealing the wagon, if a covered one, and tendering the Goods Forwarding Note, together with a Risk Note, where necessary, to the Pilot Guard drawing out the loaded wagons, as is done in the case of Declaration Notes tendered for loaded Coal wagons.

(9) **Invoicing of Goods.**—Consignments must be invoiced from and to the stations nearest the sending and receiving Sidings. Paragraph 3 shows the names of the Coal Sidings, the stations from and to which freight should be charged, and stations at which invoices should be issued.

(10) **Haulage on Goods.**—No charge for haulage is to be made on ordinary Goods booked to or from Sidings serving Collieries for the services rendered in placing and removing wagons at Sidings for either loading or unloading.

(11) **Labelling of Wagons.**—Wagons must be labelled to the invoicing station as shewn in paragraph 3 with the name of the Colliery Siding and the name of the Coal Company entered legibly below thus:—

| |
|----------------------------------------------------------------------------------|
| HOWRAH TO PATHARDIHI JOYRAMPUR NORTH SIDING EAST INDIA COAL COMPANY. |
|----------------------------------------------------------------------------------|

The name of the Coal Company, also the name of the siding must invariably be entered on the Labels, &c., as in many cases several Coal Companies use the same siding. The correct labelling of wagons must receive special attention, and sending or invoicing stations will be held responsible that correct particulars are entered on Labels in all cases.

(12) **Positioning of loaded wagons.**—The Pilot Guard when positioning the wagon at the Colliery Siding will post the individual number of the wagon in the wagon Challan delivered at the Colliery, and the Manager of the Colliery in returning the wagon Challan to the Divisional Superintendent, Asansol, or the Coal Area Superintendent, Dhanbad, as the case may be, is required to acknowledge receipt of the wagon so placed.

Colliery Sidings

(13) **Inadvertent placement of Loaded wagons in Sidings as Empties.**—In the event of a loaded wagon being supplied at a Siding serving a Colliery as an empty, the Manager or other person in charge of the Colliery must immediately report the fact to the Divisional Superintendent, Asansol or the Coal Area Superintendent, Dhanbad, as the case may be. The contents of the wagon must on no account be interfered with, and in view of the liberal terms on which traffic is delivered at Sidings serving Colliery in the Coal Districts, it is expected that the staff of the Colliery will take the necessary steps to secure the Goods contained in the wagon from theft or damage. The loaded wagon should be locked if possible, and placed in charge of a Chowkidar employed by the Colliery until removed from the Siding, and the Railway Administration will be prepared to consider any reasonable claim for recovery of expenses incurred in securing the protection of the contents of the wagon.

(14) **Booking of Goods from Depot stations to Colliery Sidings.**—Goods traffic (other than Coal, Coke and Patent fuel and excluding Excepted articles, Live-stock and Perishables) for which an entire wagon is required may be booked from the Depot stations in the Coal Districts (i. e., stations to which goods other than Coal intended for Colliery Sidings are invoiced as per Column 5 at pages 295 to 308) to sidings serving collieries. The consignments will be booked at owner's risk and will in all cases be loaded and unloaded by senders and consignees. A charge of Rs. 8-0-0 per four-wheeled wagon irrespective of load will be levied which must be prepaid in all cases at the Depot station.

(15) **Parcels and Smalls.**—Parcels and Smalls should be booked from and to the Colliery station nearest the Sidings, from and to which tendered.

Such consignments should be taken delivery of at the station to which booked, freight and Railway Receipts being collected before delivery.

(16) **Wharfage and Demurrage charges.**—Wharfage on Goods not removed from the East Indian Railway premises within the free-time allowed and demurrage on vehicles, either loaded or empty, detained beyond the prescribed free-time, will be subject to the usual wharfage and demurrage charges.

N. B.—In the case of traffic booked "To-pay" to Collieries an additional 48 hours free time from midnight of the date of arrival of the wagon at the stations to which the traffic has been invoiced will be allowed to enable consignees to pay in freight. Demurrage will be charged on wagons detained beyond 48 hours at such stations. Detentions of vehicles at sidings by Collieries will be separately treated under the ruling embodied in sub-paragraph (16) above.

(17) Collieries are to accept as correct freight, &c., demanded by the Station Masters or Goods Clerks, and pay the same at once. Disputes in regard to excess charges or shortages in consignments, will be settled subsequently by a reference to the Chief Commercial Manager, Calcutta.

(18) **Booking of Lancashire Boilers to Colliery Sidings.**—Lancashire boilers which require the use of 30-ton cranes for unloading cannot be booked to Colliery Sidings without previous arrangement being made for the purpose, as the 30-ton cranes supplied by the East Indian Railway at the cost of the consignee cannot do the lifting on single line Sidings on account of their "jibs" not being sufficiently long.

Colliery Sidings

2. Booking of Goods Traffic from stations on the Bengal Nagpur Railway to Colliery Sidings on the East Indian Railway served *via* Bhaga*, Bhojudih or Malkera or from stations on the East Indian Railway to Colliery Sidings on the Bengal Nagpur Railway served *via* Jherriah*, Pathardihi or Katrasgarh.—Goods traffic excluding Excepted articles and Explosives and Dangerous goods from stations on the Bengal Nagpur Railway, intended for delivery at Colliery Sidings of the East Indian Railway in the Jherriah Field served *via* Bhaga*, Bhojudih or Malkera, or from stations on the East Indian Railway intended for delivery at Colliery Sidings of the Bengal Nagpur Railway in the Jherriah Field served *via* Jherriah*, Pathardihi or Katrasgarh, are accepted for delivery at the Colliery Sidings, subject to the conditions defined in sub-paragraphs (1) to (8) and (11) to (13) and (15) to (17) of paragraph 1 above.

(1) Invoicing of Traffic.—Consignments must be invoiced to Jherriah, Pathardihi or Katrasgarh when booked from stations on the East Indian Railway. In the case of Goods booked to a siding in the Jherriah Field, the name of the siding, for which the consignment is intended, is to be noted on the Consignment Note, Railway Receipt and Invoice, and the Yard Master, Jherriah, Pathardihi or Katrasgarh, as the case may be, will arrange to send the wagon on to the Colliery Siding.

(2) Haulage charge.—On goods booked from Bengal Nagpur Railway stations to Colliery sidings on the East Indian Railway served *via* Bhaga*, Bhojudih or Malkera, and also from East Indian Railway stations to Bengal Nagpur Railway Colliery sidings served *via* Jherriah*, Pathardihi or Katrasgarh, the haulage charge leviable is Rs. 5 per wagon irrespective of load.

The haulage charge must be entered on Receipts and Invoices, which in case of "To-pay" consignments to the Colliery sidings, *i. e.*, goods on which freight will be met by Cheque or Credit Note, will be collected at Jherriah, Pathardihi or Katrasgarh, as the case may be, in accordance with the conditions of payment defined and the consignees are required to give up Railway Receipts. In the case of "Paid" consignments to the Colliery sidings, both the freight and haulage charge will be collected at the booking station. The receiving station must, however, see that the haulage charge has been collected by the booking station.

The limits of the Jherriah Field for the purpose of this arrangement being Dhanbad on the East Indian Railway and Bhojudih on the Bengal Nagpur Railway and the Colliery area to the west of these stations. The wagons will be free of hire and demurrage from the time they leave Bhaga, Bhojudih, Malkera, Jherriah, Pathardihi or Katrasgarh, as the case may be, until returned there.

* The Jherriah-Bhaga Exchange is closed at present and the work done at that point previously has been transferred to the Pathardihi-Bhojudih Exchange. The existing rates and rules for the booking of traffic *via* the Exchange Link will continue to remain in force until further advice.

3. List of Coal Sidings.

| Name of Siding | Situation | Rates chargeable to | | Station to which traffic to be invoiced. |
|---------------------------------|---------------------------------------------|---------------------|----------------------|------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | |
| | Main Line. | | | |
| Madanpur .. | Between Ondal and Raniganj. | Ondal .. | Ondal. .. | Ondal. |
| Jotimatook ‡ | Between Raniganj and Kalipahari. | Asansol .. | Asansol .. | Asansol. |
| Nimcha South .. | Do. .. | Raniganj .. | Raniganj .. | Raniganj. |
| Nimcha North .. | Do. .. | Do. .. | Do. .. | Do. |
| Ramkumar Assisted .. | Do. .. | Do. .. | Do. .. | Do. |
| Damra .. | Do. .. | Do. .. | Do. .. | Do. |
| Chelode .. | Do. .. | Do. .. | Do. .. | Do. |
| Ghoosick No. 1 and Extn. | Do. .. | Do. .. | Do. .. | Do. |
| West Ghoosick .. | Do. .. | Do. .. | Do. .. | Do. |
| Kalipahari Siding .. | At Kalipahari .. | Do. .. | Do. .. | Do. |
| G. M. Branch (Buffer end). | Between Kalipahari and Asansol. | Do. | Asansol .. | Do. |
| Ghoosick No. 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| Ghoosick No. 3 .. | Do. .. | Do. .. | Do. .. | Do. |
| Ghoosick No. 4 .. | Do. .. | Do. .. | Do. .. | Do. |
| Ghoosick No. 5 .. | Do. .. | Do. .. | Do. .. | Do. |
| Belrui Nos. 1 and 2 .. | At Sitarampur .. | Sitarampur .. | Sitarampur .. | Sitarampur. |
| Sitarampur East Cabin Dead End. | Do. .. | Do. .. | Do. .. | Do. |
| Pure Dishergarh Asstd. Siding. | Near Sitarampur East Cabin Dead End Siding. | Do. .. | Do. .. | Do. |
| Dendwa .. | Between Sitarampur and Rupnarainpur. | Sitarampur† .. | Rupnarainpur‡ | Do. |
| Danaguria .. | Do. .. | Do. .. | Do. .. | Do. |
| Sabanpur .. | Do. .. | Sitarampur .. | Sitarampur .. | Do. |

¶ This rate applies in the case of traffic passing Rupnarainpur.

‡ This rate applies in the case of traffic passing Sitarampur.

¶ Upwards and Downwards do not refer to traffic in the direction of the terminus of the branch but to the direction of traffic on the Main Line.

† See note on page 297.

Coal Sidings

| Name of Siding. | Situation. | Rates chargeable to. | | Station to which traffic to be invoiced. |
|--------------------------------|----------------------------------|----------------------|----------------------|------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | |
| | Main Line.—(Contd.) | | | |
| Jainti | Between Karmatar and Madhupur. | Madhupur .. | Madhupur .. | Madhupur. |
| Lalkoti | At Raniganj .. | Raniganj .. | Raniganj .. | Raniganj. |
| Raniganj Siding† .. | Do. .. | Asansol .. | Asansol .. | Do. |
| Searsole No. 1 ‡ .. | Between Raniganj and Kalipahari. | Do. .. | Do. .. | Do. |
| Searsole No. 2 .. | Do. .. | Raniganj .. | Do. .. | Do. |
| East Nimcha ‡ .. | Do. .. | Asansol .. | Do. .. | Asansol. |
| Jamehari ‡ .. | Do. .. | Do. .. | Do. .. | Do. |
| Ratibati ‡ .. | } Do. .. | Do. .. | Do. .. | Do. |
| Chapui Khas ‡ .. | | | | |
| Chalbalpur ‡ .. | | | | |
| Benalee ‡ .. | Between Raniganj and Kalipahari. | Asansol .. | Asansol. .. | Asansol. |
| Khas Sathgram ‡ .. | Do. .. | Do. .. | Do. .. | Do. |
| East Ghosick ‡ .. | Do. .. | Do. .. | Do. .. | Do. |
| Kuardih and East Kuardih. ‡ .. | Do. .. | Do. .. | Do. .. | Do. |
| Niga ‡ .. | At Kalipahari .. | Kalipahari .. | Kalipahari .. | Do. |
| East Kissengunge ‡ .. | Between Kalipahari and Asansol. | Asansol .. | Asansol .. | Do. |
| Dhadka ‡ .. | Asansol .. | Raniganj .. | Do. .. | Do. |
| Santa ‡ .. | Between Asansol and Sitarampur. | Asansol .. | Sitarampur .. | Sitarampur. |
| Gopalpur ‡ .. | Do. .. | Do. .. | Do. .. | Do. |
| Sodepur No. 8 pit Siding. ‡ .. | Do. .. | Do. .. | Asansol. .. | Asansol. |
| Dhemo Main Colliery† .. | Do. .. | Do. .. | Do. .. | Do. |
| North Burradhemot ‡ .. | Do. .. | Do. .. | Do. .. | Do. |
| South Burradhemot No. 1. ‡ .. | Do. .. | Do. .. | Do. .. | Do. |

¶ See note on page 295.

‡ See note on page 297.

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. |
|----------------------------------|---------------------------------|---------------------|----------------------|------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | |
| | Main Line—(Concl'd.) | | | |
| South Burradhemmo No. 2.† | Between Asansol and Sitarampur. | Asansol .. | Asansol .. | Asansol. |
| East Barmondia Nos. 1, 2 and 3.† | Do. .. | Do. .. | Do. .. | Do. |
| Borachuck Nos. 1 and 2.† | Do. .. | Do. .. | Do. .. | Do. |

¶ See note on page 295.

† When traffic is booked from Bengal Nagpur Railway stations and *via* to these sidings *via* Asansol, the rates should be charged as shown below subject to the minimum distance of 10 miles for charge, on ordinary goods only, other than coal, coke and patent fuel and such traffic will be considered as interchanged at Asansol Junction :—

| Names of Sidings. | Situation. | Rate chargeable for inward traffic in goods from B. N. Ry. station <i>via</i> Asansol. | Station to which traffic to be invoiced. |
|--------------------------------------|----------------------------------|----------------------------------------------------------------------------------------|------------------------------------------|
| Raniganj Siding | At Raniganj .. | } Raniganj .. | } Asansol. |
| Searsol No. 1 | Between Raniganj and Kalipahari. | | |
| East Nimcha | " .. | | |
| Jamehari | " .. | | |
| Benalee | " .. | | |
| Jotimatook | " .. | | |
| Khas Sathgram | " .. | | |
| Ratibati | " .. | | |
| Chapui Khas | " .. | | |
| Chalbalpur | " .. | | |
| East Ghosick | " .. | } Kalipahari .. | } Asansol. |
| Kuardih and East Kuardih | " .. | | |
| Niga | At Kalipahari .. | } Kalipahari .. | } Asansol. |
| East Kiasengunge | Between Kalipahari and Asansol. | | |
| Dhadka | Asansol .. | Raniganj .. | } Sitarampur. |
| Santa | Between Asansol and Sitarampur. | Sitarampur .. | |
| North Burradhemmo | " .. | } Ditto .. | } Asansol. |
| Dhemo Main Siding | " .. | | |
| South Burradhemmo Nos. 1 and 2 | " .. | | |
| East Barmondia Nos. 1, 2 and 3 | " .. | | |
| Borachuck Nos. 1 and 2 | " .. | } Ditto .. | } Asansol. |
| Sodepur No. 8 Pit Siding | " .. | | |

Coal Sidings

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. |
|-----------------------------|----------------------------------|---------------------|----------------------|------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | |
| | Luchipur Branch. | | | |
| Luchipur .. | At Sitarampur .. | Sitarampur .. | Sitarampur .. | Sitarampur. |
| Neamuthpur .. | Do. .. | Do. .. | Do. .. | Do. |
| | Ondal Sainthia Chord. | | | |
| Harishpur .. | Between Ondal and Ukhra. | Ukhra .. | Ukhra .. | Ondal. |
| Harishpur Extn. .. | On the Ondal-Sainthia Chord. | Do. .. | Do. .. | Do. |
| Nodiha and Extn. .. | Do. .. | Do. .. | Do. .. | Do. |
| Bankola No. 1 .. | On Ondal-Sainthia Chord. | Do. .. | Do. .. | Ukhra. |
| Bankola No. 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| Samla Nos. 1, 2, 3 and 5. | On Samla Kendra Branch. | Pandaveswar | Pandaveswar | Pandaveswar. |
| Sitalpur .. | On Ondal-Sainthia Chord. | Ukhra .. | Ukhra .. | Ondal. |
| Jambad Kajora .. | | | | |
| Central Jambad .. | | | | |
| Kajora Nos. 1 and 2 .. | | | | |
| Khas Kajora .. | | | | |
| Central Kajora .. | On Ondal-Sainthia Chord. | Ukhra .. | Ukhra .. | Ondal. |
| Roy Dutt Kajora .. | | | | |
| Parascole | On Ondal-Sainthia Chord. | Ukhra .. | Ukhra .. | Ondal. |
| Parascole West .. | Do. .. | Do. .. | Do. .. | Do. |
| Sunkerpur .. | Do. .. | Do. .. | Do. .. | Do. |
| Khas Jambad .. | Do. .. | Do. .. | Do. .. | Do. |
| Jote Dhemo .. | Do. .. | Do. .. | Do. .. | Do. |
| Siduli South .. | Do. .. | Do. .. | Do. .. | Do. |
| Kumardih .. | Do. .. | Do. .. | Do. .. | Do. |
| Purusottampur .. | Do. .. | Pandaveswar | Pandaveswar | Do. |
| Kasta Branch .. | Between Pandaveswar and Panchra. | Palasthali .. | Palasthali .. | Do. |
| Pandaveswar Station Siding. | At Pandaveswar .. | Pandaveswar | Pandaveswar | Pandaveswar |
| South Samla No. 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| South Samla No. 1 .. | Do. .. | Do. .. | Do. .. | Do. |
| Darulah .. | Do. .. | Do. .. | Do. .. | Do. |
| Samla Nos. 4 and 5 .. | Do. .. | Do. .. | Do. .. | Do. |
| Korabad West .. | Takes off Kasta Branch. | Palasthali .. | Palasthali .. | Ondal. |
| Korabad East .. | Do. .. | Do. .. | Do. .. | Do. |
| Sultanpur .. | Do. .. | Do. .. | Do. .. | Do. |
| Poriarpur .. | Do. .. | Do. .. | Do. .. | Do. |
| Aurrung .. | Do. .. | Do. .. | Do. .. | Do. |
| Jorekuri .. | Do. .. | Do. .. | Do. .. | Do. |
| Palasthali Loop .. | Do. .. | Do. .. | Do. .. | Do. |

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. |
|--------------------------|------------------------------|---------------------|----------------------|------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | |
| Ondal Loop. | | | | |
| Babasol Nos. 2 & 3 .. | Between Ondal and Toposi. | Ondal .. | Ondal .. | Ondal. |
| Madhabipur .. | Do. .. | Do. .. | Do. .. | Do. |
| Sonachora .. | Do. .. | Do. .. | Do. .. | Do. |
| Bassorah .. | Do. .. | Ondal † .. | Toposi § .. | Toposi. |
| Singaran No. 8 Pit .. | Do. .. | Toposi .. | Toposi .. | Do. |
| Jote Janoki .. | At Toposi .. | Do. .. | Do. .. | Do. |
| Shew Karan .. | Singaran Branch .. | Do. .. | Do. .. | Do. |
| Bansra .. | At Toposi .. | Do. .. | Do. .. | Do. |
| Fulchand .. | Do. .. | Do. .. | Do. .. | Do. |
| Chara No. 2 §§ .. | Chara Branch .. | Ondal .. | Ondal .. | Ondal |
| Jambad No. 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| Gaighatta and Chorkhas. | Do. .. | Do. .. | Do. .. | Do. |
| Kenda .. | Do. .. | Do. .. | Do. .. | Do. |
| Bowla .. | Do. .. | Do. .. | Do. .. | Do. |
| Khas Kenda .. | Do. .. | Do. .. | Do. .. | Do. |
| Parasia .. | Do. .. | Do. .. | Do. .. | Do. |
| Jambad .. | Jambad Branch .. | Do. .. | Do. .. | Do. |
| Real Jambad .. | Do. .. | Do. .. | Do. .. | Do. |
| South Jambad South .. | Do. .. | Do. .. | Do. .. | Do. |
| East Jambad .. | Do. .. | Do. .. | Do. .. | Do. |
| South Jambad West .. | Do. .. | Do. .. | Do. .. | Do. |
| North Adjai .. | Do. .. | Do. .. | Do. .. | Do. |
| Jambad Selected .. | Do. .. | Do. .. | Do. .. | Do. |
| Toposi .. | At Toposi .. | Toposi .. | Toposi .. | Toposi. |
| East Nandi No. 1 .. | Between Toposi and Ikrah. | Do. .. | Do. .. | Do. |
| East Nandi No. 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| Ackalpore No. 3 .. | Do. .. | Do. .. | Do. .. | Do. |
| Rosundanga .. | Do. .. | Do. .. | Do. .. | Do. |
| Mondalpur .. | Do. .. | Do. .. | Do. .. | Do. |
| Sreepur Nos. 1 and 2 .. | Toposi-Barabani Chord. | Do. .. | Do. .. | Do. |
| Girimint Nos. 1 and 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| Adjai Second .. | Do. .. | Do. .. | Do. .. | Do. |
| Banksimulla No. 3 .. | Do. .. | Do. .. | Do. .. | Do. |
| Poniati No. 1 .. | Do. .. | Do. .. | Do. .. | Do. |
| Poniati Barabani .. | Between Toposi and Barabani. | Do. .. | Do. .. | Do. |
| Bajadipur .. | Toposi-Barabani Chord. | Do. .. | Do. .. | Do. |
| Bonbistapur .. | Do. .. | Do. .. | Do. .. | Do. |
| Rana .. | Do. .. | Do. .. | Do. .. | Do. |
| Burrakar Charanpur .. | Do. .. | Do. .. | Do. .. | Do. |
| Churulia .. | At Churulia .. | Churulia .. | Churulia .. | Churulia. |
| Churulia No. 2 .. | On the Ondal Loop | Do. .. | Do. .. | Do. |
| Garh Dhemo .. | Takes off Ondal Loop | Do. .. | Do. .. | Do. |

† This rate applies in the case of traffic passing Toposi.

‡ This rates applies in the case of traffic passing Ondal.

§ See note on page 295.

§§ No traffic is dealt with at this siding at present.

Coal Sidings

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. |
|----------------------------------------|------------------------------------|---------------------|----------------------|------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | |
| | Barabani Loop. | | | |
| Ikrah Loop .. | At Ikrah .. | Toposi .. | Toposi .. | Toposi. |
| Damoodarpur .. | Between Ikrah and Jamuria. | Jamuria .. | Jamuria .. | Jamuria. |
| Damoodarpur Extension. Adjai Valley .. | Do. .. | Do. .. | Do. .. | Do. |
| Kaithi Extension .. | Between Jamuria and Barabani. | Do. .. | Do. .. | Do. |
| Rajpur (Nandi) .. | Do. .. | Do. .. | Do. .. | Do. |
| Adjai No. 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| New Nandi .. | At Jamuria .. | Do. .. | Do. .. | Do. |
| Jamuria .. | Do. .. | Do. .. | Do. .. | Do. |
| Pretoria No. 1 .. | Barabani Loop .. | Do. .. | Do. .. | Do. |
| Do. No. 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. No. 3 .. | Do. .. | Do. .. | Do. .. | Do. |
| Banksimula Nos. 1, 2, 2A and 4. | Between Jamuria and Barabani. | Jamuria .. | Jamuria .. | Jamuria. |
| Katras Jherrieh No. 1 .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. No. 4 .. | Do. .. | Do. .. | Do. .. | Do. |
| Charanpur No. 3 .. | Do. .. | Barabani .. | Barabani .. | Barabani. |
| Faridpur .. | Do. .. | Do. .. | Do. .. | Do. |
| Charanpur Old No. 1 .. | Do. .. | Do. .. | Do. .. | Do. |
| S. E. Barabani Nos. 1 and 2. | At Barabani .. | Do. .. | Do. .. | Do. |
| Rampur .. | Barabani Loop .. | Do. .. | Do. .. | Do. |
| Jairamdanga No. 1 .. | Between Barabani and Sitarampur. | Do. .. | Do. .. | Do. |
| Jairamdanga No. 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| Jairamdanga No. 4 .. | Do. .. | Do. .. | Do. .. | Do. |
| Chota Nuni .. | Do. .. | Do. .. | Do. .. | Do. |
| Central Nowpara .. | Do. .. | Do. .. | Do. .. | Sitarampur. |
| Chinchuria .. | Do. .. | Sitarampur .. | Sitarampur .. | Do. |
| Sudi .. | Do. .. | Do. .. | Do. .. | Do. |
| Kanyapur No. 1 .. | Do. .. | Do. .. | Do. .. | Do. |
| Ramjibanpur .. | Between Chinchuria and Sitarampur. | Do. .. | Do. .. | Do. |

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. |
|---------------------------|--------------------------------------|---------------------|----------------------|------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | |
| Salanpur Branch. | | | | |
| Salanpur .. | Between Sitarampur and Rupnarainpur. | Sitarampur .. | Sitarampur .. | Sitarampur. |
| Bonjumeri .. | Do. .. | Do. .. | Do. .. | Do. |
| Slanpur Loop .. | Do. .. | Do. .. | Do. .. | Do. |
| Grand Chord Main Line. | | | | |
| Borea .. | At Kulti .. | Kulti .. | Kulti .. | Kulti |
| Victoria Siding .. | Do. .. | Do. .. | Do. .. | Do. |
| Khendwa .. | Do. .. | Do. .. | Do. .. | Do. |
| Victoria No. 3 Pit .. | Do. .. | Do. .. | Barakar .. | Do. |
| Chanch Branch. | | | | |
| Laikdih New .. | Between Barakar and Mugma. | Barakar .. | Barakar .. | Barakar. |
| Barakar High Level wharf. | At Barakar .. | Do. .. | Do. .. | Do. |
| Victoria West .. | Do. .. | Do. .. | Do. .. | Do. |
| Victoria West No. 2 .. | Do. .. | Do. .. | Do. .. | Do. |
| Chanch No. 1 .. | Between Barakar and Mugma. | Do. .. | Do. .. | Do. |
| Do. No. 2 .. | Do. .. | Barakar † .. | Mugma § .. | Do. |
| Do. No. 2A .. | Do. .. | Barakar .. | Barakar .. | Do. |
| Do. No. 3 .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. No. 4 .. | Do. .. | Do. .. | Do. .. | Do. |
| Patlabaree .. | Do. .. | Do. .. | Do. .. | Do. |
| Burmoori .. | Do. .. | Do. .. | Do. .. | Do. |
| Jograd .. | Do. .. | Do. .. | Do. .. | Do. |
| Kumardubi .. | Do. .. | Barakar † .. | Mugma § .. | Kumardubi. |
| Edgercoor Old .. | Do. .. | Barakar .. | Mugma .. | Barakar. |
| Do. New .. | Do. .. | Do. .. | Do. .. | Do. |
| Old Mugma .. | At Mugma .. | Do. .. | Do. .. | Do. |
| Mugma East .. | Do. .. | Do. .. | Do. .. | Do. |
| Grand Chord Main Line. | | | | |
| Shampur Nos. 1, 2 and 3. | Between Mugma and Kaloobathan. | Barakar .. | Barakar .. | Barakar. |
| Shampur Shunting neck. | Do. .. | Do. .. | Do. .. | Do. |
| Mugma West .. | Do. .. | Do. .. | Mugma .. | Do. |
| Pandra Branch. | | | | |
| Pandra .. | Between Mugma and Kaloobathan. | Barakar .. | Barakar .. | Barakar. |
| Khusuri .. | Do. .. | Do. .. | Do. .. | Do. |
| Badjna .. | Do. .. | Do. .. | Do. .. | Do. |

¶ See note on page 295.

† This rate applies to traffic passing Mugma.

§ This rate applies to traffic passing Barakar.

Coal Sidings

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. | Station to which goods other than coal to be invoiced for traffic from B. N. Ry. stations via the Exchange. |
|----------------------------------|------------------------------|---------------------|----------------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | | |
| Katrargarh Branch. | | | | | |
| Godhar Old .. | At Kusunda .. | Kusunda | Kusunda | Kusunda | Bhojudih. |
| West Godhar Loop .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Godhar Extension .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Godhar New .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Kusunda Nayadee .. | Takes off Godhar New Siding. | Jherriah | Jherriah | Jherriah | Do. |
| Kusunda Nayadee Spur Siding. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Central Alkusa .. | At Kusunda .. | Kusunda | Kusunda | Kusunda | Do. |
| West Godhar South Spur. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| West Godhar North Spur. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Chandra Nos. 1, 2 and 3. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| West Godhar Loop .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| North Dhariajoba .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Nuktitar .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Busserya Nos 1, 2, 3, 4 and 5. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| South Dhariajoba .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Pure Kusunda .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Ekra No. 1 Extension | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Ekra Spur .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Chota Bowa Joint | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Chandore spur .. | Kusunda-Tetul-mari Link. | Do. .. | Do. .. | Do. .. | Do. |
| Chadore Loop .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Bansdeopur No. 1 .. | Between Kusunda and Sijua. | Do. .. | Do. .. | Do. .. | Do. |
| Do. No. 2 .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Ekra Khas Nos. 2, 3, 4, 5 and 6. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Gareria Nos. 1, 2 and 3. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Nichitpur .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Loyabad Nos. 1 and 3. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Bansjorah North .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. South .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Sendra Nos. 1, 2 and 4. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. North .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Jogta .. | At Sijua .. | Sijua .. | Sijua .. | Sijua .. | Do. |

Coal Sidings

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. | Station to which goods other than coal to be invoiced for traffic from B. N. Ry. stations via the Exchange. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | | |
| Katrasgarh Branch.—(Contd.) | | | | | |
| Moodidih North .. Tetulmoodih Nos. 2, 3 and 4. | At Sijua .. Do. .. | Sijua .. Do. .. | Sijua .. Do. .. | Sijua .. Do. .. | Malkera. Bhojudih. |
| Sijua Southern Alignment— South Mudidih .. Sijua New Alignment— Union Nos. 1, 2, and 3 | Katrasgarh Branch At Sijua .. | Do. .. Do. .. | Do. .. Do. .. | Do. .. Do. .. | Do. Do. |
| Gazlitan New .. Budroochuck .. | Do. .. Do. .. | Do. .. Do. .. | Do. .. Do. .. | Do. .. Do. .. | Do. Do. |
| Angarpathra No. 1 .. Do. Extension .. Do. Nos. 2, 3 and 4. | Between Sijua and Katrasgarh. Do. .. Do. .. | Katrasgarh Do. .. Do. .. | Katrasgarh Do. .. Do. .. | Katrasgarh Do. .. Do. .. | Malkera. Do. Do. |
| Angrapathra Khas .. New Kantapahari .. Kantapahari Extension | Do. .. Do. .. Do. .. | Do. .. Do. .. Do. .. | Do. .. Do. .. Do. .. | Do. .. Do. .. Do. .. | Do. Do. Do. |
| New Katras • .. Khas Gobindpur .. Katri Branch .. Katri Nos. 1, 2, 3 and 4 | Katras-Nichitpur Link. Do. .. Do. .. On Katri Branch .. | Do. .. Do. .. Do. .. Do. .. | Do. .. Do. .. Do. .. Do. .. | Do. .. Do. .. Do. .. Do. .. | Do. Do. Do. Do. |
| Katras-Khanoodih Extension. | | | | | |
| Nawagarh No. 4 • .. Do. No. 2 .. Do. No. 3 .. Akaskanaree .. Tetturia South .. Do. North .. Choytoodih .. Tentulia South .. Do. North .. Do. South Extension. West Tetturia South .. Gobindopur North .. No. 1. Gobindopur North .. No. 2. | On Katras Khanoodih Extension beyond Katrasgarh. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. | Katrasgarh Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. | Katrasgarh Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. | Katrasgarh Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. Do. .. | Malkera. Do. Do. Do. Do. Do. Do. Do. Do. Do. Do. Do. Do. |

Coal Sidings

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. | Station to which goods other than coal to be invoiced for traffic from B. N. Ry. stations via the Exchange. |
|-----------------------------------|--------------------------------|---------------------|----------------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| | | From Upwards. † | From Downwards. † | | |
| Katras-Khanoodih Extn.—(Concl'd.) | | | | | |
| Gobindopur No. 1. | South Katrasgarh .. | Katrasgarh | Katrasgarh | Katrasgarh | Malkera. |
| Gobindopur No. 2. | South Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Lakurka Nos. 1 and 2 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Toondoo | South Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Khas Toondoo | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| North Toondoo | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Moheshpur Nos. 1 and 2. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Katrasgarh Oil Siding | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Jamuni Main | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. No. 1 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Benidih Nos. 1 and 2 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Phularitand Nos. 1 and 2. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Sonardi and Extn. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Matigara Nos. 1, 2 & 3 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Nudkhurkee Nos. 1 and 2. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Nudkhurkee No. 3 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Issabella No. 1 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Buddora and Extn. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Buddora Spur | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Buddora Spur Extn. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Kessurgurah No. 1 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| K. K. Extension | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Khoira Branch, &c. | | | | | |
| Upper Khoira | On Khoira Branch near Kusunda. | Kusunda | Kusunda | Kusunda | Bhojudih. |
| Do. Extn. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Gonshadih Nos. 1 and 2. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Kendwadih No. 3 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Lower Khoira Loop No. 2. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Bulliari No. 1 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. Extension | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Bararee Coke Ovens | Do. .. | Sijua | Sijua | Do. .. | Do. |
| Do. Bye-products | Do. .. | Do. .. | Do. .. | Do. .. | Do. |

† See note on page 295.

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. | Station to which goods other than coal to be invoiced for traffic from B. N. Ry. stations via the Exchange. |
|----------------------------------------|------------------------------------------|---------------------|----------------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | | |
| | Khoira Branch—(Concl'd) | | | | |
| Kirkend Extension .. | On Kirkend Branch off Khoira Branch. | Kusunda | Kusunda | Kusunda | Bhojudih. |
| Motiram Kirkend North. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| New Marine .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Central Kirkend North and South. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Kirkend North .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. North Extn. .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. South .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Chandia Nos. 1, 2 and 3. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Motiram Kirkend South. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Nayadih No. 1 .. | On Damuda Branch near Kusunda. | Do. .. | Do. .. | Do. .. | Do. |
| Kusunda Nyadec .. | Near Kusunda .. | Jherriah | Jherriah | Jherriah | Do. |
| Kusunda No. 7 .. | Do. .. | Do. .. | Do. .. | Jherriah | Do. |
| New Kusunda .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Bhuggatdih Nos. 1, 3, 4 and 5. | Do. .. | Do. .. | Do. .. | Jherriah | Do. |
| East Bhuggatdih and Extension. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Ena North .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. South .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Bastacolla .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Dobari No. 1 .. | Damuda Branch near Jherriah. | Do. .. | Do. .. | Do. .. | Do. |
| Do. Extension .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| East Ena .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Dobari No. 2 .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Pure Jherria's Dobari No. 2 Extension. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Gopalichuck .. | On Gopalichuck Branch off Damuda Branch. | Do. .. | Do. .. | Do. .. | Do. |
| Bhalgora .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| North-West .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Bhalgora " B " .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. " C " .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. " D " .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Khas Jherriah No. 1 .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |

Coal Sidings

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. | Station to which goods other than coal to be invoiced for traffic from B. N. Ry. stations <i>via</i> the Exchange. |
|-----------------------------------------|------------|----------------------------------|----------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | | |
| Bharracotta Siding. | Joint | Dhanbad-Jherriah Chord. | Jherriah | Jherriah | Bhojudih. |
| Dhansar .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| New Fatehpur .. | .. | On Suratar Branch | Do. .. | Do. .. | Do. |
| Fatehpur South .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. Central .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Busra .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Kujama .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Ganhooih .. | .. | Dhanbad-Jherriah Chord. | Do. .. | Do. .. | Do. |
| Dobari No. 3 .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Between Jherriah and Pathardihi. | | | | | |
| Fatehpur North .. | .. | At Jherriah .. | Jherriah | Jherriah | Bhojudih. |
| East Fatehpur .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Niluripathra .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| New Goluckdih Loop | .. | Between Jherriah and Pathardihi. | Pathardihi | Pathardihi | Do. |
| Lodna No. 1 .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. No. 4 .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Madhuban Nos. 1 & 2 | .. | Do. .. | Do. .. | Do. .. | Do. |
| Central Jherriah .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| New Bararee No. 2 .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Bagdigi West and East | .. | Do. .. | Do. .. | Do. .. | Do. |
| Mehta .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Bhulanbararee "C" .. | .. | Noonoodih Link .. | Do. .. | Do. .. | † |
| Joyrampur North .. | .. | Do. .. | Do. .. | Do. .. | Bhojudih. |
| Do. South .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Jealgora .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. East .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| South Bararee .. | .. | Between Jherriah and Pathardihi. | Do. .. | Do. .. | Do. |
| Bhulanbararee .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Nunoodih "C" Spur .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Do. No. 1 Pit .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Tasra .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Pathardihi .. | .. | At Pathardihi .. | Do. .. | Do. .. | Do. |
| Do. old .. | .. | Do. .. | Do. .. | Do. .. | Do. |
| Phoenix .. | .. | Do. .. | Do. .. | Do. .. | Do. |

¶ See note on page 295.

† Inward goods traffic is placed direct by each railway into the siding.

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. | Station to which goods other than coal to be invoiced for traffic from B. N. Ry. stations via the Exchange. |
|-------------------------------------------------------------------------------------------|----------------------------------------------|---------------------|----------------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | | |
| Suratar Branch off Jherriah Station. | | | | | |
| Standard Suratar A and B. | At Pathardihi .. | Jherriah | Jherriah | Jherriah | Bhojudih. |
| Phularibad .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Suratar .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Upper Lodhna .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Jharia .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Kalithan .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Sooratand .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Bhaga Branch off Pathardihi Branch. | | | | | |
| Lodna No. 2 and 3 .. | At Pathardihi .. | Pathardihi | Pathardihi | Pathardihi | Bhojudih. |
| Lodna Coke Plant Nos. 1 and 2. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Lodna No. 5 and 6 .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| North Jealgarah .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Jennagurrah | On the Jenna- gurrah Goluckdih Branch. | Do. .. | Do. .. | Do. .. | Do. |
| Goluckdih Nos. 5, 6, 7, 8, 9, 10, 10A, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22 and 23. | | | | | |
| Goluckdih Nos. 1, 2, 3 and 4. | | | | | |
| East Busra .. | | | | | |
| Bagdigi-Kajama .. | | | | | |
| Central Kujama East | | | | | |
| Kujama West Joint .. | | | | | |
| Do. East .. | | | | | |
| Ganhoodih West .. | | | | | |
| Busra West Joint .. | | | | | |
| Central Kujama West | | | | | |
| Jennagurrah No. 1 .. | Between Jherriah and Pathardihi. | Do. .. | Do. .. | Do. .. | Do. |
| New Joyrampur .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Khas Joyrampore .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Jennagurrah No. 2 Extension. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Jennagurrah No. 4 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Beer .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Jennagurrah West | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Lower Joyrampore .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Upper Jennagurrah | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| West Lukshmi .. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Joyrampur No. 2 | Do. .. | Do. .. | Do. .. | Do. .. | Do. |
| Luxmi West Extn. | Do. .. | Do. .. | Do. .. | Do. .. | Do. |

Coal Sidings.

| Name of Siding. | Situation. | Rates chargeable to | | Station to which traffic to be invoiced. | Station to which goods other than coal to be invoiced for traffic from B. N. Ry. stations <i>via</i> the Exchange. |
|---------------------------------------------------------------|-----------------------------------------------------|---------------------|----------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| | | From Upwards. ¶ | From Downwards. ¶ | | |
| | Chandrapura-Barka Kana-Daltonganj Section. * | | | | |
| Dhori Weigh-bridge Spur Siding. | Between Phusro and Bermo. | Phusro (a) | Bermo .. | Bermo. | .... |
| Dhori No. 10 .. | Do. .. | Do. .. | Do. .. | Do. | .... |
| Kargali (G. I. P. Ry. Colliery). | Do. .. | Do. .. | Do. .. | Do. | .... |
| Bokharo (B. N. and E. I. Rys. Joint Colliery). | Do. .. | Do. .. | Do. .. | Do. | .... |
| Jarangdih (B. B. & C. I. and M. & S. M. Rys. Joint Colliery). | At Jarangdih .. | Jarangdih | Jarangdih | Do. | .... |
| Sawang .. | Between Jarangdih and Gomia. | Jarangdih (b) | Gomia | Gomia | .... |
| Sirka .. | On the Argada Branch. | Ranchi Road. (c) | Barka Kana | Barka Kana | .... |
| Argada (B. N. Ry.) .. | Do .. | Barka Kana | Do. .. | Do. | .... |
| Bhurkunda .. | At Bhurkunda .. | Bhurkunda | Bhurkunda | Bhurkunda | .... |

* For traffic from Barka Kana, from stations on Barka Kana-Barwadih-Daltonganj Section, from Rajhara, Garhwa Road, Untari Road, Mohammadganj and Hidarntagar on Daltonganj Branch, rates shown under the column "from Upwards" are chargeable.

(a) For traffic from stations Bermo to Ranchi Road (both inclusive) on Chandrapura-Barka Kana Section, rates shown under this column are chargeable. In all other cases, except those referred to in foot-note * rates shown under the column "From Downwards" are chargeable.

(b) For traffic from stations Gomia to Ranchi Road (both inclusive) on Chandrapura-Barka Kana Section and from Japla on Daltonganj Branch, rates shown under this column are chargeable. In all other cases, except those referred to in foot-note* rates shown under the column "From Downwards" are chargeable.

(c) For traffic from Japla, Nabinagar Road and Ankorha on Daltonganj Branch, from Sone East Bank, from stations West of Sone East Bank and via, from Palmerganj and from stations Kuchman to Dildarnagar (both inclusive) on Main line, rates shown under this column are chargeable. In all other cases, except those referred to in foot-note* rates shown under the column "From Downwards" are chargeable.

¶ See note on page 295.

4. Booking of goods to Rassuan Colliery on the Kasta Branch.—Goods other than coal, coke and patent fuel in full wagon loads booked to the Rassuan Colliery served by the Kasta Branch are charged at the rates leviable on the distance up to Pandaveswar plus seven miles. Invoices are to be issued to "Ondal (for delivery to the Rassuan Colliery on the Kasta Branch)."

CHAPTER XI.

1. The following are the stations on the East Indian Railway, at which Weigh-bridges are located :—

| Station. | Weigh-bridge No. | Weighing capacity. | Where located. | Department. |
|-----------------|------------------|--------------------|--------------------------|---------------|
| | | Tons. | | |
| Howrah | 2 W. B. | 32 | Howrah General Stores. | Stores. |
| | HWH | | | |
| Do. | 3 W. B. | 32 | Ditto .. | Do. |
| | HWH | | | |
| Do. | 4 W. B. | 32 | 13 Coal Yard .. | Howrah Goods. |
| | HWH | | | |
| Do. | 5 W. B. | 32 | 17 Coal Yard .. | Do. |
| | HWH | | | |
| Do. | 19 W. B. | 15 | Howrah General Stores. | Stores. |
| | HWH | | | |
| Do. | 20 W. B. | 5 | Ditto .. | Do. |
| | HWH | | | |
| Do. | 21 W. B. | 40 | Howrah Goods .. | Howrah Goods |
| | HWH | | | |
| Lillooah | 1 W. B. | 32 | 20 Scrap line, Lillooah | Mechanical. |
| | HWH | | | |
| Do. | 7 W. B. | 32 | Lillooah Workshops | Do. |
| | HWH | | | |
| Bally | 8 W. B. | 32 | Bone Mills .. | Traffic. |
| | HWH | | | |
| Belur | 22 W. B. | 32 | Belur Store Yard . | Stores |
| | HWH | | | |
| Burdwan | 9 W. B. | 32 | Goods Shed Yard .. | Traffic. |
| | HWH | | | |
| Rajgaon | 11 W. B. | 32 | Traffic (Quarry Siding). | Do. |
| | HWH | | | |
| Pakur | 12 W. B. | 32 | Traffic Yard .. | Do. |
| | HWH | | | |
| Sahibganj | 13 W. B. | 32 | Yard .. | Do. |
| | HWH | | | |
| Bhagalpur | 14 W. B. | 32 | Do. . | Do. |
| | HWH | | | |

Weighbridge Stations

| Station. | Weigh-bridge No. | Weighing capacity. | Where located. | Department. |
|--------------------------------------|------------------|--------------------|----------------------|-------------------------------------------------|
| | | Tons. | | |
| amalpur .. | 15 W. B. | 20 | Rolling Mill .. | Mechanical. |
| Do. .. | HWH 16 W. B. | 32 | Stores .. | Stores. |
| Do. .. | HWH 18 W. B. | 40 | Store Yard .. | Do. |
| | HWH | | | |
| 3hurkunda (C.I.C. Ry.) | ASN 1 | 40 | Colliery Siding .. | State Colliery. |
| Dndal .. | ASN 2 | 50 | Down Yard .. | Operating |
| Do. .. | ASN 3 | 40 | Ditto .. | Do. |
| aniganj .. | ASN 4 | 20 | Paper Mill Siding .. | Do. |
| asansol .. | ASN 5 | 40 | Down Yard .. | Do. |
| burnco Siding | ASN 6 | 32 | Burnco Siding .. | Do. |
| sitampur .. | ASN 7 | 40 | Down Yard .. | Do. |
| Do. .. | ASN 8 | 32 | Ditto .. | Do. |
| pathardih .. | ASN 11 | 40 | Ditto .. | Do. |
| Do. .. | ASN 12 | 40 | Ditto .. | Do. |
| Kusunda .. | ASN 13 | 50 | Ditto .. | Do. |
| Do. .. | ASN 14 | 40 | Ditto .. | Do. |
| Katrasgarh .. | ASN 16 | 40 | Ditto .. | Do. |
| Do. .. | ASN 17 | 40 | Ditto .. | Do. |
| Birdih .. | ASN 19 | 32 | Ditto .. | Do. |
| berampur Colliery Siding | ASN 20 | 32 | Coal Siding .. | Colliery (E.I.Ry.) |
| Kargali Siding | ASN 22 | 50 | Colliery Siding .. | G. I. P. Ry. Colliery. |
| bermo .. | ASN 23 | 40 | Ditto .. | E.I. & B.N. Rys. Joint Colliery. |
| arangdih Siding | ASN 24 | 40 | Ditto .. | B.B. & C.I. & M.S.M. Rys. Joint Colliery. |
| lwang Siding | ASN 25 | 40 | Ditto .. | E.I. & B.N. Rys. Joint Colliery. |
| berampur Central Colliery Siding. | Pit ASN 26 | 50 | Coal Siding .. | Colliery (E.I.Ry.) |
| larka Kana.. | ASN 27 | 50 | Yard .. | Operating. |
| Biridih .. | ASN 28 | 50 | Domohani Ry. Siding | Colliery (E.I.Ry.) |
| Kul Jn. .. | T 91 | 32 | Yard .. | Traffic. |
| Mokameh Ghat | 93 | 32 | Goods Shed .. | Do. |
| atna Ghat | 95 | 32 | Ditto .. | Do. |
| atna City .. | 97 | 32 | Ditto .. | Do. |
| atna Jn. .. | T 99 | 32 | Yard .. | Do. |
| Jaya .. | 45 | 32 | Marshalling Yard .. | Do. |
| Do. .. | T 61 | 32 | Yard .. | Do. |
| apla .. | 168 | 32 | Ditto .. | Do. |
| Rajhara .. | T 103 | 32 | Ditto .. | Do. |
| Dehri-on-Sone | 49 | 32 | Down New Yard .. | Do. |

Weigh-bridge Stations

| Station. | Weigh-bridge No. | Weighing capacity. | Where located. | Department. |
|-------------------------------|------------------|--------------------|-------------------------|----------------------|
| | | Tons. | | |
| Chunar | 1 ALD .. | 32 | Goods Shed .. | Traffic. |
| Mirzapore .. | 2 ALD .. | 32 | Stone Siding .. | Do. |
| Do. .. | 3 ALD .. | 32 | Ditto .. | Do. |
| Allahabad .. | 4 ALD .. | 32 | Goods Shed .. | Do. |
| Do. .. | 5 ALD .. | 32 | Ditto .. | Do. |
| Cawnpore Collectorgunge | 8 ALD .. | 32 | Ditto .. | Do. |
| Do. .. | 9 ALD .. | 32 | Ditto .. | Do. |
| Cawnpore Generalganj.. | 10 ALD .. | 32 | Ditto .. | Do. |
| Cawnpore .. | 12 ALD .. | 32 | Mill Siding .. | Copper Allen and Co. |
| Do. .. | 19 ALD .. | 70 | Marshalling Yard, Juh | Engineering. |
| Etawah .. | 15 ALD .. | 32 | Goods Shed .. | Traffic. |
| Farukhabad .. | 14 ALD .. | 32 | Ditto .. | Do. |
| Jumna Bridge .. | 13 ALD .. | 32 | Ditto .. | Do. |
| Ghaziabad .. | 153 (N. Ry.) W. | 32 | Ditto .. | Do. |
| Khurja City .. | 16 ALD .. | 32 | Ditto .. | Do. |
| Hathras Kilah .. | 18 ALD .. | 32 | Ditto .. | Do. |
| Aligarh .. | 17 ALD .. | 32 | Ditto .. | Do. |
| Shikohabad .. | 21 ALD .. | 32 | Ditto .. | Do. |
| Lucknow (Alambagh) .. | 8 LKO .. | 30 | Alambagh Store Yard | Stores. |
| Do. .. | 14 LKO .. | 5 | Ditto .. | Do. |
| Do. .. | 7 LKO .. | 30 | Alambagh C. & W. Shops. | Loco. |
| Lucknow .. | 11 LKO .. | 70 | Goods Shed Yard .. | Traffic. |
| Do. .. | 12 LKO .. | 40 | Alambagh Store Yard | Do. |
| Lucknow (Charbagh) .. | 10 LKO .. | 30 | Loco. Shop .. | Loco. |
| Do. .. | 9 LKO .. | 25 | Charbagh Store Yard | Stores. |
| Bara Banki .. | 5 LKO .. | 30 | E. I. Ry. Yard .. | Traffic. |
| Do. .. | 6 LKO .. | 25 | B. & N. W. Ry. Goods | Do. |
| Fyzabad .. | 4 LKC .. | 25 | Yard .. | Do. |
| Benares Cantt. .. | 1 LKO .. | 32 | Ditto .. | Do. |
| Partabgarh .. | 2 LKO .. | 30 | Ditto .. | Do. |
| Rae-Bareilly .. | 3 LKO .. | 25 | Ditto .. | Do. |
| Badshahnagar (B. & N. W. Ry.) | 13 LKO .. | 25 | Ditto .. | Do. |
| Rosa .. | 1 MB .. | 20 | Goods Shed .. | Do. |
| Shahjahanpur .. | 2 MB .. | 32 | Ditto .. | Do. |
| Bareilly .. | 3 MB .. | 40 | Ditto .. | Do. |
| Chandausi .. | 4 MB .. | 32 | Ditto .. | Do. |
| Moradabad .. | 5 MB .. | 30 | Ditto .. | Do. |
| Najibabad .. | 6 MB .. | 32 | Ditto .. | Do. |
| Lhaksar .. | 7 MB .. | 40 | Ditto .. | Do. |
| Dehra Dun .. | 8 MB .. | 30 | Ditto .. | Do. |
| Moradabad .. | 9 MB .. | 40 | Ditto .. | Do. |

CHAPTER XII

FOREIGN RAILWAYS

Notice

The rates contained in this tariff are subject to revision from time to time and the East Indian Railway do not guarantee their continuance.

The tables and information generally have been carefully complied, but their accuracy is not guaranteed.

CALCUTTA PORT COMMISSIONERS' RAILWAY

1. The following is a list of the main stations North of Howrah Bridge on the Port Commissioners' Railway and of the names of certain Subsidiary Delivery Points to which full wagon loads may be booked. The rates for coal, coke and patent fuel between *via* Chitpur and these points are shown against the respective stations:—

| Name of main stations. | Name of Subsidiary or Line Delivery Points. | Via Chitpur. | | Remarks. |
|----------------------------------------------|---------------------------------------------|-----------------|---------------|----------|
| | | Rate per maund. | Rate per ton. | |
| | | Rs. a. p. | Rs. a. p. | |
| Cossipore (C.P.C.) | Bocooltollah .. | 0 0 2 | 0 4 6 | |
| | Nawabputty .. | | | |
| | Dhunia Ghat .. | | | |
| Bagh Bazar .. | Thanabari .. | 0 0 2½ | 0 5 5 | |
| | Golabari ¶ .. | | | |
| | Mailafala Ghat .. | | | |
| Ruthtollah .. | Nandibari .. | 0 0 2½ | 0 5 5 | |
| | Mohaprovo's Ghat .. | | | |
| | Beniatollah .. | | | |
| | Hatkholā .. | | | |
| Saheb Bazar .. | Ahcereetollah .. | 0 0 2½ | 0 5 5 | |
| | Sudder Ghat .. | | | |
| | Manick Bose's Ghat .. | | | |
| Saheb Bazar .. | Juggernath Ghat .. | 0 0 3 | 0 6 10 | |
| | Kulpi Ghat. . . | | | |
| | New Howrah Bridge | | | |
| | Siding. (b) | | | |
| Nimtollah (a) .. | Pathuria Ghat .. | 0 0 3 | 0 6 10 | |
| | Nimtollah Ghat .. | | | |
| | Juggernath Ghat Old Warehouse Siding (a) ¶ | | | |
| | Mint Ghat †(a) .. | | | |
| Jetties § and Burra Bazar Pumping Station.*† | .... | 0 0 3 | 0 6 10 | |

* Traffic to be routed *via* East Dock Jn.

† Closed.

§ Coal cannot be booked to Jetties except for Port Commissioners.

¶ Open for coal in full wagon loads intended for the Golabari Jute Press only.

(a) "Nimtollah," "Juggernath Ghat Old Warehouse Siding" and "Mint Ghat" are actually Line Delivery Points under "Saheb Bazar" station. For the purpose of invoicing traffic to Juggernath Ghat Old Warehouse Siding and Mint Ghat, "Nimtollah" is treated as the Main Station and Juggernath Ghat Old Warehouse Siding and Mint Ghat are treated as the Line Delivery Points, under "Nimtollah" as shown herein.

¶ Open for goods consigned to the Superintendent, Rivers Steam Navigation Company, Juggernath Ghat.

† Open for goods traffic intended for His Majesty's Mint.

(b) Open for Messrs. The Cleveland Bridge and Engineering Co., Ltd. only and rates to Nimtollah applies.

2. (a) Only wagons containing full loads for each of the Subsidiary or Line Delivery Points, shown above may be accepted. Part wagon loads or "smalls" or wagons containing consignments for more than one point must be booked to the *Main Station* concerned.

(b) In the case of full wagon loads when a sender asks for his goods to be booked to any of the Main Stations he must be asked whether he wishes them delivered at the Main Station or at one of the delivering points served by such Main Station. For instance, if a sender asks for his goods to be booked to Saheb Bazar, he must be asked whether he wishes them delivered at Aheereetollah, Sudder Ghat, Manick Bose's Ghat or Nimtollah. *If he wishes them delivered at Sudder Ghat he must enter on the Consignment Note Sudder Ghat in brackets after Saheb Bazar, thus:—*

Saheb Bazar (Sudder Ghat).

and the invoice and wagon labels must also show "Saheb Bazar (Sudder Ghat)."

3. **Coal, coke and patent fuel for Ganges Press and Hooghly Hydraulic Press.**—Coal, coke and patent fuel for the Ganges Press and Hooghly Hydraulic Press which are owned by Seth Dooly Chand can be booked to Dhunia Ghat (Calcutta Port Commissioners' Railway).

4. **Booking of coal, coke and patent fuel to plot-holders at Mint Siding (Calcutta Port Commissioners' Railway).**—Coal, coke and patent fuel on account of the plot-holders at Mint Siding (Calcutta Port Commissioners' Railway) may be booked to Saheb Bazar (Juggernath Ghat) for delivery at their respective depots, wagons being labelled as under:—

Name of Consignee,
Mint Siding,

Saheb Bazar (Juggernath Ghat).

The following is a list of the plot-holders at Mint Siding:—

Babu Gonwari Lall Singh.

Messrs. Hanumapbux Bhoramull.

„ Mohadeb Prosad Munnalall.

„ Ram Prosad Mahadeo.

„ Surja Kumar Mahato & Sons.

Traffic to Kidderpore Docks and Jetties.

5. Charges to the Kidderpore Docks and Jetties will be the same as to Howrah.

6. Charcoal is charged over this Railway at the same rate and on the same minimum weight for charge as for Coke.

7. **Rate for coal to Chetla.**—Coal, coke and patent fuel may be booked to Chetla at rates as to Kidderpore Docks. A shunting charge of Re. 1-4-0 per axle which will not be shown on invoices and railway receipts, will be recovered locally by the Port Commissioners' staff at the time of delivery. Traffic should be invoiced to "Kidderpore Docks (Chetla Siding)." Invoices for traffic to Chetla Siding must be given serial numbers independent of those of invoices issued to "Kidderpore Docks."

C. P. C. Railways

(a) **Coal Depot at Chetla—Names of plot-holders—**The undernoted firms are plot-holders at Chetla Siding (Calcutta Port Commissioners' Railway):—

- | | |
|------------------------------|---------------------------------|
| • 1. Shaik Mahamed Sheriff. | 5. Messrs. Bose Bros. & Co. |
| 2. Messrs. S. K. Sen & Bros. | 6. Messrs. Dutt & Sircar. |
| 3. Messrs. H. D. Bose & Co. | 7. Messrs. Bhowmic Burman & Co. |
| 4. Bhupati Charan Samanta. | 8. Babu K. K. Ghose. |

Coal, Coke and Patent Fuel in full wagon loads for non-depot-holders may be booked to Chetla for delivery *ex.* wagons.

8. **Coal to Hooghly Mills Siding.**—Coal, coke and patent fuel in full wagon loads consigned to the Hooghly Mills Ltd., may be booked to Hooghly Mills Siding *via* East or West Dock Junction at rates as to Kidderpore Docks. A shunting charge of Re. 1-4-0 per axle at the Commissioners' option, which will not be shown on Invoices and railway receipts, will be recovered by the Port Commissioners' staff locally at the time of delivery. Invoices should be issued to "Kidderpore Docks" (Hooghly Mills Siding)."

9. **Coal to Kantapukur Entrance Siding.**—Coal, coke and patent fuel in full wagon loads may be booked to Kantapukur Entrance Siding at rates as to Kidderpore Docks subject to the condition that delivery will be effected *ex.* wagons and unloading must be done by the consignee themselves. Invoices for coal, coke and patent fuel booked to this siding should be issued to "Kidderpore Docks (K. F. Entrance Siding)" and wagons labelled accordingly. A shunting charge of Re. 1-4-0 per axle which will not be shown on invoices and railway receipts will be recovered locally by the Port Commissioners' staff at the time of delivery.

10. **Rate for Coal to Balooghat and other points below Jetties.**—Balooghat is open for the receipt of Military and Government consignments only. Coal intended for the Government or Military Department at Balooghat and other points below the Jetties, *viz.* Babooghat, Outramghat and Panighat sidings will be booked to Kidderpore Docks at the rates to Kidderpore Docks, irrespective of the load in the wagons used. The actual point of delivery should be clearly mentioned on the invoice and railway receipt.

A terminal charge of Re. 0-12-0 per ton or part of a ton or Rs. 5-0-0 per axle at the Commissioners' option, which will not be shown on invoices, will be recovered from the consignee by the Port Commissioners' staff locally at the time of delivery. Traffic should be invoiced to Kidderpore Docks (Balooghat).

(a) Coal intended for the Ordnance Officer, Fort William, may be booked to Kidderpore Docks, Panighat, wagons being labelled for Kidderpore Docks, Panighat Siding.

11. **Coal for shipment.**—Except in the cases mentioned in clauses (a) and (b) below, coal, coke and patent fuel cannot be booked to Kidderpore Docks unless intended for shipment. Coal must not be booked to the Docks for shipment except under arrangement between the Commissioners and the consignee. Consignees must regulate despatches from the collieries so that coal intended for a particular vessel may arrive not earlier than the first and not later than the last of the days fixed by the Commissioners for its receipt. A rent charge of one anna per ton or part of a ton per month or part of a month will be levied on the maximum stock held during the month.

1. On shipment coal consigned to a steamer in No. 2 Dock and dumped at the steamer's berth or elsewhere, allowing ten days' free time calculated from the date of arrival of the first consignment for the steamer.

C. P. C. Railway

2. On coal consigned, under special arrangements, to No. 2 Dock for shipment by a vessel or vessels not previously declared and dumped prior to shipment, allowing ten days' free time calculated from the date of arrival of each consignment.

Coal intended for shipment incurs shipping charges.

(a) **Coal for local delivery.**—Coal may be booked to Kidderpore Docks to the following firms and persons for delivery at the sidings named. A shunting charge of Re. 1-4-0 per axle which will not be shown on invoices and railway receipts will be recovered locally by the Commissioners' staff before delivery :—

Babughat, Outramghat,**Panighat and Balooghat Sidings.**

Supply and Transport Officer.

Medical Store Keeper.

Ordnance Officers.

Military Works Service and

Executive Engineer, P. W. D.

Watgunge Siding.

John King & Co.

Steel Products Ltd.

Patit Paban Banerjee & Brothers.

G. L. Sen.

North West Soap Siding.

Lever Bros.

K. G. D. Ramnagar Siding.

K. C. Paul.

Khalil Ahmed.

Sheikh Subrati.

K. G. D. Paharpur Siding.

National Petroleum Co.

Bharat Tin Manufacturing Co.

Gajanand Ram Protap.

K. F. Entrance Siding.

Karim Khan.

Kalwood K. F. Siding.

Kalwood & Co.

Watgunge Siding.—(contd.)

Sarjoo Ram Koiree (Daighat).

Hemanta Kumar Ghosh (Daighat)

Ram Abatar Shaw.

Sesh Nath Sudarsan Singh.

Jagabandhu Manmatha Nath & Co.

Shib Kali Dutta.

Rupnarain Singh.

Raghunandan Singh.

K. G. D., C. E. S. C. Siding.

Calcutta Electric Supply Corporation Ltd.

Rashan Ali Meah.

S. Mirza.

Braithwaite Burn and Jessop Construction Co., Ltd.

Kutra Road.

Kutra Iron Works (Nursing & Co.)

Goragacha Siding (Durgapur).

M. N. Dass.

Joynarain Gauri Shanker Ltd.

A. B. Bose.

Bindeswari Pershad.

C. Commens & Sons.

Messrs. Parameswar & Co.

L. N. Pathak.

S. Serajuddin & Sons.

H. Mills Siding.

Hooghly Mills Ltd. (Gillanders Arbuthnot & Co, Ltd.)

Carreras Siding.

Carreras India Ltd.

Cigarette Manufacturing (India) Ltd.

C. P. C. Railway

Naluapara Siding.

Martin & Co.

M. & Co. (Hudson Depot).

Hooghly Docking and Engineering
Co. Ltd.**Hide Road Siding.**

Dorman Long & Co.

Braithwaite & Co.

Bitumen Emulsion India Ltd.

(i) **Restriction in booking of coal to and from Kidderpore Docks.**—The following sidings on the Calcutta Port Commissioners' Railway outside Dock limits are closed for both inward and outward through booking of coal, coke and patent fuel except Government and Military consignments in full wagon loads.

Balooghat, Panighat, Outramghat and Babughat.

Coal, coke and patent fuel intended for the Government or Military Department for delivery at any of the aforesaid sidings should be booked to "Kidderpore Docks" at the rates as for Kidderpore Docks. The actual point of delivery should be clearly mentioned on the invoices and railway receipts within bracket after "Kidderpore Docks,"

A terminal charge of Re. 0-12-0 per ton or part of ton or Rs. 5 per axle at the Commissioner's option which will not be shown on the invoices and railway receipts will be recovered locally by the Commissioners' staff before delivery or despatch as the case may be.

(b) **Coal Depot-holders at Kidderpore Docks.**†—Messrs. Baldwin & Co. have got a Coal depot at Kidderpore Docks for stacking coal for bunkering vessels and coal, coke and patent fuel on their account may be booked to Kidderpore Docks, wagons being labelled clearly for "Messrs. Baldwin & Co., Bunker Depot, 15, Coal Berth, Kidderpore Docks."

12. Charge for reshunting wagons at points of delivery over the Calcutta Port Commissioners' Railway (E. B.).—If after correct placing a wagon is reshunted at the request of the consignee a charge of Re. 1-0-0 per four-wheeled wagon will be levied for such reshunting from one point to another within the same station limit and Rs. 5-0-0 per four-wheeled wagon from one station limit to another station limit.

It must be distinctly understood that this reshunting be allowed only if convenience to the railway to do so and application for such reshunt may be refused without any reason being assigned.

When, owing to consignee not taking delivery within the free time, it is found necessary to re-shunt a wagon and unload its contents at some other point, there to await the consignee, a charge of Re. 1-0-0 per four-wheeled wagon will be levied for such reshunt.

Re-shunting charges are payable prior to or at the time of delivery.

This charge is to be inserted by the Calcutta Port Commissioners' Railway staff in the same way an amount of undercharge collected and is to be shown under Calcutta Port Commissioners' Railway column as Calcutta Port Commissioners' Railway shunting charge.

† A shunting charge of Re. 1-4-0 per axle will be levied in addition to the rates to Kidderpore Docks. This charge is recovered by the Port Commissioners' staff locally at the time of delivery.

HOWRAH-AMTA AND HOWRAH-SHEAKHALA LIGHT RAILWAYS

1. In the case of Coal and Coke booked from Foreign Railways, charges will be made on the actual weight charged by the forwarding Railways.
2. **Transshipment charge.**—A transshipment charge of Re. 0-4-0 per ton is levied at Telkul Ghat on all Coal, Coke and Patent Fuel booked via this Junction.
3. The following are the distances and rates per maund and per ton for Coal and Coke between *via Telkul Ghat* and the undermentioned stations on the Howrah-Amta and Howrah-Sheakhala Light Railways :—

| Distance. | Station. | For small lots in bags below 100 maunds at O.R. | | | In consignments of 100 maunds and over at O.R. | | | Remarks. |
|-----------|---------------------------------|-------------------------------------------------|---------------|--|------------------------------------------------|---------------|--|----------------------------------------------------------------------------------------|
| | | Rate per maund. | Rate per ton. | | Rate per maund. | Rate per ton. | | |
| Mls. | Howrah-Amta L. Ry.— | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | | |
| 10 | Kadamtala Junction .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | A Transshipment charge of Re. 0-4-0 per ton must be levied in addition to these rates. |
| 10 | Baltikari .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | |
| 10 | Bankra .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | |
| 10 | Shalap .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | |
| 10 | Makardaha .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | |
| 10 | Dumjur .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | |
| 12 | Dakhinbari .. | 0 0 9 | 1 4 0 | | 0 0 7 | 1 0 0 | | |
| 16 | Bargachia Junction .. | 0 0 11 | 1 9 0 | | 0 0 8 | 1 2 0 | | |
| 17 | Patihal .. | 0 1 0 | 1 11 0 | | 0 0 9 | 1 4 0 | | |
| 19 | Munshirhat .. | 0 1 1 | 1 14 0 | | 0 0 9 | 1 4 0 | | |
| 21 | Maju .. | 0 1 2 | 2 0 0 | | 0 0 10 | 1 7 0 | | |
| 23 | Jalalsi .. | 0 1 3 | 2 2 0 | | 0 0 11 | 1 9 0 | | |
| 24 | Panpur .. | 0 1 3 | 2 2 0 | | 0 0 11 | 1 9 0 | | |
| 25 | Harishdadpur .. | 0 1 4 | 2 4 0 | | 0 0 11 | 1 9 0 | | |
| 28 | Amta .. | 0 1 5 | 2 7 0 | | 0 1 0 | 1 11 0 | | |
| 17 | Jagatbulbupur .. | 0 1 0 | 1 11 0 | | 0 0 9 | 1 4 0 | | |
| 18 | Echanuggurree .. | 0 1 0 | 1 11 0 | | 0 0 9 | 1 4 0 | | |
| 19 | Sitapur Hat .. | 0 1 1 | 1 14 0 | | 0 0 9 | 1 4 0 | | |
| 21 | Prosadpur .. | 0 1 2 | 2 0 0 | | 0 0 10 | 1 7 0 | | |
| 23 | Jangipara .. | 0 1 3 | 2 2 0 | | 0 0 11 | 1 9 0 | | |
| 25 | Anampur .. | 0 1 4 | 2 4 0 | | 0 0 11 | 1 9 0 | | |
| 27 | Hawakhana .. | 0 1 5 | 2 7 0 | | 0 1 0 | 1 11 0 | | |
| 29 | Piyasara .. | 0 1 6 | 2 9 0 | | 0 1 0 | 1 11 0 | | |
| 32 | Champadanga .. | 0 1 7 | 2 11 0 | | 0 1 0 | 1 11 0 | | |
| | Howrah-Sheakhala L. Ry.— | | | | | | | |
| 10 | Uttar Bantra .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | |
| 10 | Ekshara .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | |
| 10 | Baluhati .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | |
| 10 | Kalipur .. | 0 0 8 | 1 2 0 | | 0 0 6 | 0 14 0 | | |
| 11 | Chanditala Jn. .. | 0 0 9 | 1 4 0 | | 0 0 7 | 1 0 0 | | |
| 14 | Janai .. | 0 0 10 | 1 7 0 | | 0 0 8 | 1 2 0 | | |
| 12 | Kalachara .. | 0 0 9 | 1 4 0 | | 0 0 7 | 1 0 0 | | |
| 15 | Kistrampur .. | 0 0 11 | 1 9 0 | | 0 0 8 | 1 2 0 | | |
| 16 | Jangalpara .. | 0 0 11 | 1 9 0 | | 0 0 8 | 1 2 0 | | |
| 17 | Moshat .. | 0 1 0 | 1 11 0 | | 0 0 9 | 1 4 0 | | |
| 20 | Sheakhala .. | 0 1 1 | 1 14 0 | | 0 0 10 | 1 7 0 | | |

B. P. Ry.

4. **Coal, coke and patent fuel for the use of the Howrah-Amra and Howrah-Sheakhala Light Railways.**—Coal, coke and patent fuel for the use of the Howrah-Amra and Howrah-Sheakhala Light Railways consigned to Messrs. Martin & Co., will be booked under "Weight Only" Invoices and freight will be realized from Messrs. Martin & Co. by the Coal Office through bills in the usual manner.

BENGAL PROVINCIAL RAILWAY

1. **Coal rates (at owner's risk):—**

(i) Coal in bulk 33 pie per maund per mile plus one pie per maund terminal.

(ii) Coal in bags First class.

2. **Minimum weight for charge.**—Coal and coke are charged on actual weight subject to a minimum of the full marked carrying capacity by weight of the foreign railway wagons used.

3. **Terminal charge.**—A terminal charge of one pie per maund will be levied on all coal and coke.

4. **Minimum distance for charge.**—The minimum distance for charge is 10 miles.

5. The following are the distances and rates per ton inclusive of terminal for consignment of coal and coke in full wagon loads, at **Owner's Risk** from *via Magra Junction* to the following stations in through booking with the East Indian and connected railways.

| Station. | Distance | Rate per ton. | Station. | Distance | Rate per ton. |
|----------------|----------|---------------|----------------|----------|---------------|
| | Mls. | Rs. a. p. | | Mls. | Rs. a. p. |
| Tribeni .. | 10 | 0 9 9 | Majinan .. | 17 | 0 15 0 |
| Magra Gunj .. | 10 | 0 9 9 | Rudrani .. | 19 | 1 0 6 |
| Sultangacha .. | 10 | 0 9 9 | Dhaniakhali .. | 22 | 1 1 11 |
| Mahanad .. | 10 | 0 9 9 | | | |
| Dwarbasini .. | 10 | 0 9 9 | Kana Nadi .. | 24 | 1 2 7 |
| Goai Amra .. | 12 | 0 11 3 | Dasghara .. | 26 | 1 3 4 |
| Melki .. | 14 | 0 12 9 | Gopinagar .. | 28 | 1 4 0 |
| Bhastara .. | 15 | 0 13 6 | Tarakeswar .. | 32 | 1 5 4 |

| Station. | Distance | Rate per ton. | | |
|------------------------|----------|---------------|-----------|-----------|
| | | B. P. | D. J. | Total. |
| | Mls. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| D. J. Branch* - | | | | |
| Sri-Krishnapur .. | 28 | 1 2 7 | 0 1 5 | 1 4 0 |
| Chakdighi .. | 31 | 1 1 7 | 0 3 5 | 1 5 0 |
| Sure-Kalna .. | 33 | 1 1 1 | 0 4 7 | 1 5 8 |
| Jamalpur-Ganj .. | 35 | 1 0 8 | 0 5 9 | 1 6 5 |

* Proportions of the D. J. Branch must be shown separately on the invoices.

(a) The above rates are exclusive of the transshipment charge at Magra.

(b) The Bengal Provincial Railway will not be responsible for the weight of coal.

6. Coal, coke and patent fuel from East Indian Railway Colliery stations to stations on the Bengal Provincial Railway must be booked and routed *via Magra Jn.*

ARRAH-SASARAM LIGHT RAILWAY

1. In the case of Coal, Coke and Patent Fuel booked from Foreign Railways, charges will be made on the actual weight charged by the forwarding Railways.

2. *Basis for charge.*—Coal, Coke and Patent Fuel in bulk are charged at the First class rate *plus* three pies terminal at Owner's Risk, on the carrying capacity of the vehicle used. Loading and unloading should be done by senders and consignees.

3. *Coal Rates.*—The following are the distances and calculated rates per maund and per ton for Coal, Coke and Patent Fuel at *Owner's risk* from *via Arrah* and *via Sasaram* to Arrah-Sasaram Light Railway stations to be used in through booking with Foreign Railways.

| <i>Via Arrah.</i> | | | | <i>Via Sasaram.</i> | | | |
|-------------------|--------------|---------------|-------------|---------------------|---------------|---------------|-------------|
| Dis- tance | Station to. | Rate. | | Dis- tance | Station to. | Rate. | |
| | | Per maund. | Per ton. | | | Per maund. | Per ton. |
| Miles | | Rs. a. p. | Rs. a. p. | Miles | | Rs. a. p. | Rs. a. p. |
| 11 | Kasap .. | 0 0 7 | 1 0 0 | 11 | Kharadih .. | 0 0 7 | 1 0 0 |
| 18 | Garhani .. | 0 0 10 | 1 6 9 | 20 | Garh Nokha. | 0 0 11 | 1 9 0 |
| 27 | Charpokhri | 0 1 1 | 1 13 6 | 27 | Sujhauli .. | 0 1 1 | 1 13 6 |
| 32 | Dhanauti .. | 0 1 3 | 2 2 0 | 35 | Ghusia Kalan. | 0 1 4 | 2 4 3 |
| 36 | Piru .. | 0 1 5 | 2 6 9 | 38 | Bikramgunj.. | 0 1 5 | 2 6 9 |
| 45 | Hasan Bazar* | 0 1 8 | 2 13 3 | 47 | Hasan Bazar* | 0 1 9 | 2 15 9 |
| 54 | Bikramgunj.. | 0 2 0 | 3 6 6 | 56 | Piru .. | 0 2 0 | 3 6 6 |
| 57 | Ghusia Kalan | 0 2 1 | 3 8 9 | 60 | Dhanauti .. | 0 2 2 | 3 11 0 |
| 65 | Sujhauli .. | 0 2 4 | 3 15 6 | 65 | Charpokhri. | 0 2 4 | 3 15 6 |
| 74 | Garh Nokha | 0 2 7 | 4 6 3 | 75 | Garhani .. | 0 2 8 | 4 8 6 |
| 81 | Kharadih .. | 0 2 10 | 4 13 0 | 83 | Kasap .. | 0 2 8 | 4 8 6 |
| 92 | Sasaram .. | 0 3 2 | 5 6 3 | 92 | Arrah .. | 0 3 2 | 5 6 3 |

* The following are the wagon rates for coal, O.R., L., received by the Sagar Mull Mill at Hasan Bazar—

From *via Arrah* .. Rs. 17 2 0 From *via Sasaram* .. Rs. 17 9 0

BARASET-BASIRHAT LIGHT RAILWAY

1. In the case of Coal and Coke booked from Foreign Railways, charges will be made on the actual weight charged by the forwarding Railways.

2. The following are the distances and rates per maund and per ton for Coal and Coke in through booking with Eastern Bengal and connected Railways between *via Baraset Junction* and stations on the Baraset-Basirhat Light Railway.

| Dis- tance | Stations. | | | In consignments of 100 maunds and over. | |
|---------------|-------------------|----|----|--------------------------------------------|------------------|
| | | | | Rate per maund. | Rate per ton. |
| Miles | | | | Rs. a. p. | Rs. a. p. |
| 10 | Baliaghata Bridge | .. | .. | 0 0 8 | 1 2 0 |
| 12 | Deganga .. | .. | .. | 0 0 9 | 1 4 0 |
| 14 | Berachampa | .. | .. | 0 0 10 | 1 7 0 |
| 17 | Sarupnagar | .. | .. | 0 0 11 | 1 9 0 |

Note.—These rates include the transshipment and terminal charges due to Baraset-Basirhat Light Railway at Baraset Junction.

B. B. Lt. Ry.

| Dis- tance. | Station. | | | | In consignments of 100 maunds and over. | |
|-------------------------------------------------|-----------------------|----|----|----|--------------------------------------------|------------------|
| | | | | | Rate per maund. | Rate per ton. |
| Miles | | | | | Rs. a. p. | Rs. a. p. |
| 19 | Arbalia .. | .. | .. | .. | 0 0 11 | 1 9 0 |
| 23 | Kholapota .. | .. | .. | .. | 0 1 1 | 1 14 0 |
| 25 | Maitrabagan .. | .. | .. | .. | 0 1 1 | 1 14 0 |
| 26 | Basirhat .. | .. | .. | .. | 0 1 2 | 2 0 0 |
| 27 | Basirhat Kutchery .. | .. | .. | .. | 0 1 2 | 2 0 0 |
| 29 | Dandirhat .. | .. | .. | .. | 0 1 2 | 2 0 0 |
| 32 | Sankchura .. | .. | .. | .. | 0 1 2 | 2 0 0 |
| 33 | Taki Road .. | .. | .. | .. | 0 1 2 | 2 0 0 |
| 35 | Hasnabad .. | .. | .. | .. | 0 1 2 | 2 0 0 |
| Pattipooker Beliaghata Bridge Extension— | | | | | | |
| 11 | Aminpur .. | .. | .. | .. | 0 0 9 | 1 4 0 |
| 14 | Kharibaria .. | .. | .. | .. | 0 0 10 | 1 7 0 |
| 18 | Langalpota .. | .. | .. | .. | 0 0 11 | 1 9 0 |
| 19 | Rajarhat Bishnupur .. | .. | .. | .. | 0 0 11 | 1 9 0 |
| 21 | Narayanpur Colony .. | .. | .. | .. | 0 1 0 | 1 11 0 |
| 24 | Baguiati .. | .. | .. | .. | 0 1 1 | 1 14 0 |
| 26 | Pattipooker .. | .. | .. | .. | 0 1 2 | 2 0 0 |

Note.—These rates include the transhipment and terminal charges due to Baraset-Basirhat Light Railway at Baraset Junction.

DEHRI ROHTAS LIGHT RAILWAY

1. Basis for charge.—

Coal, Coke and Patent Fuel, O.R., } 550 pie per maund per mile (Schedule A).
C.C., L., D/15.

2. The following are the distances and rates per ton for Coal, Coke and Patent Fuel at **owner's risk**, loading and unloading being done by **settlers** and consignees and charge being made on actual weight subject to the minimum chargeable weight or carrying capacity of the wagons used, from *via Dehri-on-Sone* to the undermentioned stations on the Dehri Rohtas Light Railway, exclusive of the transhipment charge.

| Station. | | | | Distance. | Rate per ton. | |
|---------------------|----|----|----|-----------|---------------|------------------------------------------------------------------------|
| | | | | Miles. | Rs. a. p. | |
| Dehri City .. | .. | .. | .. | 15 | 1 2 0 | A transhipment charge of Re. 0-4-6 per ton must be levied in addition. |
| Tilothoo-Bazar .. | .. | .. | .. | 15 | 1 2 0 | |
| Tilothoo .. | .. | .. | .. | 15 | 1 2 0 | |
| Ramdihra-on-Sone .. | .. | .. | .. | 15 | 1 2 0 | |
| Tumba .. | .. | .. | .. | 18 | 1 6 6 | |
| Banjari .. | .. | .. | .. | 21 | 1 11 0 | |
| Rohtas .. | .. | .. | .. | 24 | 1 13 3 | |
| Rohtas Fort .. | .. | .. | .. | 26 | 1 15 9 | |

3. *Transhipment charge.*—On Coal, Coke and Patent Fuel a transhipment charge of Re. 0-4-6 per ton is levied by the Dehri Rohtas Light Railway at Dehri-on-Sone.

SHAHDARA (DELHI) SAHARANPUR LIGHT RAILWAY

1. In the case of Coal and Coke booked from Foreign Railways, charges will be made on the actual weight charged by the forwarding Railways.

2. **Transshipment charge.**—No transshipment charge is levied by the Shahdara-Saharanpur Light Railway on Coal, Coke and Patent Fuel booked *via* Saharanpur or *via* Delhi-Shahdara.

3. **Coal Rates.**—The following are the distances and rates per ton for Coal and Coke, at *owner's risk* from *via* Delhi-Shahdara and *via* Saharanpur to Shahdara-Saharanpur Light Railway stations to be used in through booking with Foreign Railways.

| Distance | Via Delhi-Shahdara. | | Distance | Via Saharanpur. | |
|----------|---------------------|--------------|----------|---------------------|--------------|
| | Stations to | Rate per ton | | Stations to | Rate per ton |
| Miles | | Rs. a. p. | Miles | | Rs. a. p. |
| 15 | Khekra .. | 0 9 0 | 12 | Rampur Manhyaran .. | 0 9 0 |
| 20 | Baghpat Road .. | 0 12 0 | 20 | Nanauta .. | 0 12 0 |
| 30 | Baraut .. | 1 2 0 | 25 | Thana Bhawan .. | 0 15 0 |
| 36 | Kasimpur Kheri .. | 1 6 0 | 32 | Hind .. | 1 4 0 |
| 43 | Ailum .. | 1 9 0 | 39 | Shamli .. | 1 8 0 |
| 46 | Kandhla .. | 1 12 0 | 47 | Kandhla .. | 1 13 0 |
| 55 | Shamli .. | 2 1 0 | 51 | Ailum .. | 1 14 0 |
| 61 | Hind .. | 2 5 0 | 57 | Kasimpur Kheri .. | 2 3 0 |
| 68 | Thana Bhawan .. | 2 9 0 | 63 | Baraut .. | 2 6 0 |
| 74 | Nanauta .. | 2 13 0 | 73 | Baghpat Road .. | 2 12 0 |
| 81 | Rampur Manhyaran .. | 3 1 0 | 79 | Khekra .. | 3 0 0 |
| 93 | Saharanpur* .. | 3 8 0 | 93 | Delhi-Shahdara* | 3 8 0 |

* Closed for the through booking of goods traffic.

4. **Cinders.**—Cinder is charged as Coal.

5. **Sidings.**—(a) On coal, coke and patent fuel booked to the Sugar Mill Siding at Baraut, a siding charge of Rs. 3-4-0 per four-wheeled narrow gauge wagon or Rs. 6-8-0 per eight-wheeled narrow gauge wagon, which should be shown separately on the Invoice is levied in addition to rates to Baraut.

(b) On coal, coke and patent fuel booked to the Upper Doab Sugar Mill Siding at Shamli, a siding charge of Rs. 3-4-0 per four-wheeled narrow gauge wagon or Rs. 6-8-0 per eight-wheeled narrow gauge wagon, which should be shown separately on the Invoice is levied in addition to rates to Shamli.

BUKHTIARPUR BIHAR LIGHT RAILWAY

1. The basis for charge for Coal, Coke and Patent Fuel is first class. In the case of Coal, Coke and Patent Fuel booked from Foreign Railways, charges will be made on the actual weight charged by the forwarding Railways.

2. **Transshipment charge.**—The Bukhtiarpur Bihar Light Railway levy a transshipment charge of one pie per maund or Re. 0-2-3 per ton at Bukhtiarpur.

3. **Terminal charge.**—The Bukhtiarpur Bihar Light Railway levy a terminal charge of three pies per maund on Coal, Coke and Patent Fuel. This terminal charge is included in the calculated rates.

B. B. L. Ry.

4. The following are the distances and calculated rates per maund and per ton for coal, coke and patent fuel between *via* Bukhtiarpur and the undermentioned stations on the Bukhtiarpur Bihar Light Railway.

| Dis- tance | Station | Rate per maund 1st class | Rate per ton | Dis- tance | Station | Rate per maund 1st class | Rate per ton |
|---------------|-------------|--------------------------------|-----------------|---------------|---------------|--------------------------------|-----------------|
| Miles. | | Rs. a. p. | Rs. a. p. | Miles. | | Rs. a. p. | Rs. a. p. |
| 10 | Chero .. | 0 0 8 | 1 2 3 | 29 | Bihai Sharif. | 0 1 3 | 2 2 0§ |
| 11 | Harnaut .. | 0 0 8 | 1 2 3 | 35 | Dipnagar .. | 0 1 5 | 2 6 9§ |
| 15 | Wena .. | 0 0 10 | 1 6 9 | 39 | Nalanda* .. | 0 1 7 | 2 11 0§ |
| 20 | Bhaganbigha | 0 1 0 | 1 11 3 | 44 | Silao .. | 0 1 9 | 2 15 6§ |
| 23 | Pachasa* .. | 0 1 1 | 1 13 6§ | 50 | Rajgir Kund | 0 1 11 | 3 4 3§ |
| 26 | Soh .. | 0 1 2 | 1 15 9§ | | | | |

* Not open for coal.

§ The special rate from *via* Bukhtiarpur to these stations is Re. 1-12-0 per ton in each case (inclusive of the transhipment charge due to Bukhtiarpur Bihar Light Railway.)

The above rates include the transhipment charge due to the Bukhtiarpur Bihar Light Railway.

BANKURA-DAMODAR RIVER RAILWAY

1. **Rate for Coal, Coke and Patent Fuel.**—The following are the distances and rates per ton for coal, coke and patent fuel between *via* Bankura and the undermentioned stations.

| Dis- tance | Station | Rate per ton | Conditions | Remarks |
|---------------|------------------|--------------|-----------------|------------------------------------------------------------------|
| Miles | | Rs. a. p. | | |
| 5 | Bikna .. | 0 8 0 | O. R., C. C., L | These rates are exclusive of the transhipment charge at Bankura. |
| 6 | Nobanda* .. | 0 8 0 | | |
| 7 | Belboni † .. | 0 8 0 | | |
| 12 | Beliator .. | 0 8 0 | | |
| 16 | Brindabanpur .. | 0 10 0 | | |
| 21 | Hamirhati .. | 0 13 0 | | |
| 26 | Sonamukhi .. | 1 0 0 | | |
| 30 | Dhansimla .. | 1 3 0 | | |
| 32 | Dhagaria † .. | 1 4 0 | | |
| 35 | Patrasaer .. | 1 6 0 | | |
| 39 | Betur .. | 1 8 0 | | |
| 40 | Kumrul .. | 1 8 0 | | |
| 43 | Indas .. | 1 8 0 | | |
| 46 | Sahaspur Road .. | 1 9 0 | | |
| 49 | Bowaichandi .. | 1 10 0 | | |
| 52 | Kaiyar † .. | 1 11 0 | | |
| 54 | Sehara Bazar .. | 1 12 0 | | |
| 57 | Gopinathpur † .. | 1 13 0 | | |
| 60 | Rainagar .. | 1 14 0 | | |

* Not open for coal in full wagon loads.

† This station is open for minimum wagon loads of 81 maunds in through booking. Prepayment of freight on consignments of coal, coke and patent fuel booked to this station is compulsory.

2. **Transhipment charge.**—A transhipment charge of Re. 0-6-10 per ton is levied at Bankura on coal, coke and patent fuel booked to Bankura-Damodar River Railway stations *via* Bankura and is divided equally between the B.N. and the B.-D.R. Railways.

AHMADPUR-KATWA RAILWAY

1. The following are the distances and rates per ton for coal, coke and patent fuel from *via Ahmadpur* to the undermentioned stations on the Ahmadpur-Katwa Railway.

| Distance | Station to | Rate per ton | Conditions | Remarks |
|----------|-------------------|--------------|-----------------|--------------------------------------------------------------------|
| Miles | | Rs. a. p. | | |
| 5 | Chowhatta* | | O. R., C. C., L | These rates are exclusive of the transshipment charge at Ahmadpur. |
| 8 | Labpur | 0 6 0 | | |
| 10 | Mahespur* .. .. | .. .. |  |  |
| 14 | Kirnahar | 0 11 0 | | |
| 17 | Daskalgram | 0 13 0 | | |
| 20 | Ramjibanpur | 0 15 0 | | |
| 23 | Nerole | 1 1 0 | | |
| 25 | Pachandi | 1 3 0 | | |
| 28 | Ambalgram | 1 5 0 | | |
| 33 | Katwa | 1 9 0† | | |

* Not open for coal in full wagon loads.

† A toll charge of Re. 0-4-6 per ton should be levied in addition to this rate.

BURDWAN-KATWA RAILWAY

1. In the case of coal, coke and patent fuel booked from Foreign Railways, the charges will be made on the actual weight charged by the forwarding Railways. Coal traffic for stations on the Burdwan-Katwa Railway (except Katwa) should be routed *via* Burdwan.

2. **Coal Rates.**—The following are the distances and rates per ton for *public coal, coke and patent fuel at Owner's Risk* from *via Burdwan*, to Burdwan-Katwa Railway stations to be used in through booking with foreign railways :—

| Distance | Station to | Rate per ton | Conditions | Remarks |
|----------|------------------|--------------|------------------|----------------------------------------------------------------------------------------------------|
| Miles | | Rs. a. p. | | |
| 7 | Karjana | 0 5 0 | O. R., C. C., L. | These rates are exclusive of the transshipment charge at Burdwan which must be levied in addition. |
| 12 | Bhatar | 0 9 0 | | |
| 16 | Balgona | 0 12 0 | | |
| 20 | Negun | 1 0 0 | | |
| 23 | Kaichar | 1 2 0 | | |
| 28 | Shrikhanda | 1 5 0 | | |

3. **Rate for Loco. Coal.**—Loco. coal for the Burdwan-Katwa Railway O. R., C. C., L., from *via* Burdwan to Katwa, will be charged at the rate of Re. 0-4-6 per ton. In addition, a further charge of Re. 0-2-3 per ton should be made on account of the transshipment at Burdwan.

MOURBHANJ RAILWAY

1. Charges and conditions for the carriage of Coal over the Mourbhanj Railway.—The following is the scale of charges for the carriage of coal, coke and patent fuel over the Mourbhanj Railway whether consigned for construction, working or maintenance and for the general public :—

(a) *Consignments of less than 216 maunds.*

These consignments will be charged as for 216 maunds at the rates shown below unless the coal is bagged, in which case it will be charged at 0·38 pic per maund per mile plus terminal on actual weight subject to the following differential rule :—

“The charge for the lesser weight must never exceed the charge for the greater weight, the lesser being included in the greater.”

(b) **Consignments of 216 maunds or over at railway risk** will be charged at 0·30 pic per maund per mile plus terminals.

Consignments of 216 maunds or over at owner's risk will be charged at 0·28 pic per maund per mile plus terminals.

(c) The rate for coal, coke and patent fuel when carried for the Home Line (*i. e.* for the use of the Mourbhanj Railway) whether for construction, working or maintenance will be charged at 0·10 pic per maund per mile plus terminals.

2. Terminals.—A terminal charge of 3 pics per maund will be levied on coal carried over the Mourbhanj Railway. This includes the transshipment charge at Rupsa station in through booking with the Bengal-Nagpur Railway. The calculated rates include this terminal charge.

3. Siding.—Talbandh siding, served by Banjriposi, is open for outward booking of charcoal in full wagon loads. A siding charge of 1 pic per maund is levied on traffic booked from this siding in addition to rates to Talbandh.

4. Table of distances and rates per maund and per ton inclusive of terminals for Public coal, coke and patent fuel between *via* Rupsa and the undermentioned stations to be used in through booking with the Bengal-Nagpur and connected Railways.

| Station | Distance | Public coal, coke and patent fuel in consignments of 216 maunds and over | | | |
|--------------------------|----------|--------------------------------------------------------------------------|-----------------------|--------------------------------|-----------------------|
| | | Rate per maund at owner's risk | Rate per ton at O. R. | Rate per maund at railway risk | Rate per ton at R. R. |
| | Miles. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Thakurtola † | 4 | 0 0 4 | 0 9 1 | 0 0 4 | 0 9 1 |
| Jugpura | 8 | 0 0 6 | 0 13 7 | 0 0 6 | 0 13 7 |
| Jogal | 12 | 0 0 6 | 0 13 7 | 0 0 7 | 0 15 11 |
| Betnoti | 15 | 0 0 7 | 0 15 11 | 0 0 8 | 1 2 2 |
| Dhonpura * | 19 | 0 0 8 | 1 2 2 | 0 9 9 | 1 4 5 |
| Krishna Chandrapur | 22 | 0 0 9 | 1 4 5 | 0 0 10 | 1 6 8 |
| Jamsolc * | 26 | 0 0 10 | 1 6 8 | 0 0 11 | 1 8 11 |
| Baripada | 33 | 0 1 0 | 1 11 3 | 0 1 1 | 1 13 6 |
| Kuchai§ | 39 | 0 1 2 | 1 5 9 | 0 1 3 | 2 2 0 |
| Buramara | 47 | 0 1 4 | 2 4 4 | 0 1 5 | 2 6 7 |
| Rajaluka * | 51 | 0 1 5 | 2 6 7 | 0 1 6 | 2 8 10 |
| Banjriposi | 56 | 0 1 7 | 2 11 1 | 0 1 8 | 2 13 4 |
| Kanchinda | 63 | 0 1 9 | 2 15 8 | 0 1 10 | 3 1 1 |
| Talbandh | 71 | 0 1 11 | 3 4 2 | 0 2 0 | 3 6 5 |

* These are flag stations and not yet opened for traffic.

† Open for 50 maunds per train.

§ Closed.

DARJEELING-HIMALAYAN RAILWAY

1. Basis for charge.—On the Darjeeling-Himalayan Railway coal, coke and patent fuel at owner's risk are charged as under :—

| | |
|--------------------------------------|----------------------------------------------------------------------------------|
| On the D.-H. Railway Main Line | .. Special lumpsum rates, O. R., W/81 ; L., as notified in paragraph 6(i) below. |
| On the Siliguri-Teesta Valley Branch | .. Schedule 'S' subject to minimum wagon load of 81 maunds for four wheeler. |
| On the Siliguri-Kishanganj Branch | .. First class—minimum weight should be charged when occupies a whole wagon. |

N. B.—Charges on small quantities at higher rates must not exceed the charges on the minimum weight at lower rates.

2. Terminals.—The following terminal charges are levied :—

| | |
|--------------------------------------------------------------------|----------------------------|
| On the main line | 12 pies per maund. |
| On the Siliguri-Kishanganj Branch | 3 pies per maund. |
| On the Siliguri-Teesta Valley Branch (including Kalimpong Ropeway) | 6 pies per maund. |

These charges are included in the calculated rates.

3. Transhipment charge.—On coal, coke and patent fuel a transhipment charge of 3 pies per maund is levied at Siliguri and at Kishanganj and is divided equally between the E. B. and D.-H. Railways.

4. Coal in bulk.—Coal in bulk may be booked through to all stations on the Main Line and the Branches (except Kalimpong) provided that each consignment not exceeding 40 tons is booked under authority of permits issued from this Railway. Every consignment must be supported by a separate permit. Coal in bags may be booked freely to stations on this Railway.

Booking of coal over the Siliguri-Kishanganj Extension.—Coal will not be accepted at R. R. coal in bulk at O. R., W/81, L., will be accepted.

5. Tonnage.—One ton is reckoned as 27 maunds 10 seers.

6. The following are the distances and calculated rates per maund between the undermentioned Junctions and stations on the Darjeeling-Himalayan Railway.

(i) **D.-H. Railway Main Line.**—(Via Siliguri).

| Stations. | Distance. | Rate per maund via Siliguri. | Stations. | Distance. | Rate per maund via Siliguri. |
|--------------|-----------|------------------------------|---------------|-----------|------------------------------|
| | | Coal rate. | | | Coal rate. |
| | Miles. | Rs. a. p. | | Miles. | Rs. a. p. |
| Sukna .. | 10 | 0 1 3 | Kurseong .. | 32 | 0 6 0 |
| Rangtong .. | 12 | 0 1 6 | Tung .. | 37 | 0 6 9 |
| Tindharia .. | 20 | 0 4 0 | Sonada .. | 42 | 0 7 3 |
| Gayabari .. | 24 | 0 4 9 | Ghum .. | 47 | 0 8 0 |
| Mahanadi .. | 28 | 0 5 6 | Darjeeling .. | 51 | 0 8 6 |

Note.—A transhipment charge of three pies per maund will be levied at Siliguri in addition to these rates, which will be divided equally between the Eastern Bengal and the Darjeeling-Himalayan Railways.

D. H. Ry.

(ii) Siliguri-Teesta Valley Branch (including Kalimpong Ropeway).—*Via* Siliguri.

| Stations. | Distance. | Rate per maund <i>via</i> Siliguri. |
|----------------------------------------|-----------|-------------------------------------|
| | | Schedule. |
| | Miles. | Rs. a. p. |
| Sevoke | 13 | 0 1 7 |
| Riyang | 25 | 0 2 7 |
| Gielle Khola | 30 | 0 3 9 |
| Kalimpong Ropeway, Kalimpong * | .. | 0 7 7 |

* Open for coal in bags only.

(iii) Siliguri Kishanganj Branch.—(*Via* Siliguri and *via* Kishanganj).

| Stations. | <i>Via</i> Siliguri. | | <i>Via</i> Kishanganj. | |
|-----------------------------------|----------------------|----------------------------|------------------------|----------------------------|
| | Distance. | Rate per maund. 1st class. | Distance. | Rate per maund. 1st class. |
| | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Siliguri and <i>via</i> | .. | .. | 70 | 0 4 8 |
| Matigara | 6 | 0 0 8 | 64 | 0 4 4 |
| Bagdogra | 10 | 0 0 11 | 60 | 0 4 1 |
| Hatigisha | 14 | 0 7 2 | 56 | 0 3 10 |
| Naksalbari | 18 | 0 1 5 | 52 | 0 3 7 |
| Batasi | 24 | 0 1 9 | 47 | 0 3 3 |
| Adhikari | 26 | 0 1 11 | 44 | 0 3 0 |
| Galgalia | 31 | 0 2 3 | 39 | 0 2 9 |
| Piprithan | 34 | 0 2 5 | 36 | 0 2 6 |
| Thakurganj | 38 | 0 2 8 | 32 | 0 2 3 |
| Taibpur | 42 | 0 2 11 | 28 | 0 2 0 |
| Pothia † | 47 | 0 3 3 | 23 | 0 1 8 |
| Aluabari Road | 51 | 0 3 6 | 19 | 0 1 5 |
| Gunjaria | 55 | 0 3 9 | 15 | 0 1 2 |
| Dhantola | 58 | 0 3 11 | 12 | 0 1 0 |
| Gaisal ‡ | 60 | 0 4 1 | 10 | 0 0 11 |
| Ikarchala § | 61 | 0 4 1 | 10 | 0 0 11 |
| Panjipara | 64 | 0 4 4 | 10 | 0 0 11 |
| Kissengunge City * | 70 | 0 4 8 | 10 | 0 0 11 |
| Kishanganj and <i>via</i> | 70 | 0 4 8 | 10 | 0 0 11 |

* Open for local booking only.

† Not open for goods traffic.

‡ Open for 120 maunds per day.

§ Open for 81 maunds per day.

Note.—In addition to all the above rates a transshipment charge of 3 pies per maund will be levied at Siliguri or at Kishanganj and will be divided equally between the E. B. and the D.-H. Railways.

D. H. Ry.

7. **Charcoal.**—(a) Charcoal is charged at the same rate as for coal coke and, patent fuel shown above except in the case of traffic from Bagdogra to *via* Siliguri which is charged at the special rate of Rs. 4-0-0 per 4-wheeled wagon or Rs. 8-0-0 per bogie vehicle. A transshipment charge of Rs. 2-0-0 per 4-wheeled wagon is levied in addition to this special rate and is equally divided between E. B. and D.-H. Railways.

(b) Charcoal from Sukna Forest Siding and Sevoke Forest Siding to *via* Siliguri is charged at Rs. 4-0-0 per 4-wheeler and Rs. 9-0-0 per bogie vehicle, *plus* a transshipment charge of Rs. 2-0-0 per 4-wheeler and Rs. 4-0-0 for a bogie.

BENGAL DOOARS RAILWAY

1. **Coal, Coke and Patent Fuel over the Bengal Dooars Railway.**—Coal, coke and patent fuel in full wagon loads, at O. R., can be booked through to or from any station on the Bengal Dooars Railway *via* Lalmanirhat Junction without any restriction.

2. **Basis for charge.**—Coal, coke and patent fuel in full wagon loads, at owner's risk, are charged at the following scales :—

From Lalmanirhat to Maynaguri Road .. 0·165 pie per maund per mile.
(Southern Section)

And from Maynaguri Road to Stations on the
Northern Section (including Barnes Ghat } ·50 pie per maund per mile.
Ramshai—Bagrakote, Madarihat and }
Metelli Branches).

Loading and unloading must be done by owners.

(a) The minimum chargeable distance on the Southern Section is 25 miles.

3. The following are the distances and rates per maund and per ton for coal, coke and patent fuel for the public, in full wagon loads, at owner's risk from *via* Lalmanirhat Junction to the undermentioned stations :—

| Stations to | Chargeable distance. | From <i>via</i> Lalmanirhat. | |
|-------------------------|----------------------|------------------------------|--------------------------|
| | | At owner's risk per maund | At owner's risk per ton. |
| Southern Section. | Miles | Rs. a. p. | Rs. a. p. |
| Aditmari* | 25 | 0 0 4 | 0 9 0 |
| Kakina* | 25 | 0 0 4 | 0 9 0 |
| Tush Bhandar* | 25 | 0 0 4 | 0 9 0 |
| Bhotemari* | 25 | 0 0 4 | 0 9 0 |
| Hatibandha* | 29 | 0 0 5 | 0 11 0 |
| Barakhata* | 34 | 0 0 6 | 0 14 0 |
| Baura* | 38 | 0 0 6 | 0 14 0 |
| Patgram* | 46 | 0 0 8 | 1 2 0 |
| Changrabandha* | 54 | 0 0 9 | 1 4 0 |
| Bhotepatti* | 60 | 0 0 10 | 1 7 0 |
| Maynaguri Road* | 66 | 0 0 11 | 1 9 0 |

Loading and unloading to be done by owners.

* $\frac{1}{2}$ pies per maund or Re. 0-10-2 per ton should be added to the rates shown against these stations.

| Stations to | Chargeable distance. | From <i>via</i> Lalmanirhat. | |
|------------------------|----------------------|------------------------------|--------------------------|
| | | At owner's risk per maund. | At owners' risk per ton. |
| Northern Section. | Miles. | Rs. a. p. | Rs. a. p. |
| Barnes Bazar | 76 | 0 1 5 | 2 6 0 |
| Barnes Ghat | 76 | 0 1 6 | 2 8 0 |
| Domohani | 76 | 0 1 3 | 2 2 0 |
| Lataguri | 78 | 0 1 7 | 2 11 0 |
| Ramshai | 84 | 0 1 10 | 3 2 0 |
| Neora Naddi | 81 | 0 1 9 | 2 15 0 |
| Baradighi | 85 | 0 1 11 | 3 4 0 |
| Mal | 90 | 0 2 1 | 3 8 0 |
| Dam-Dim | 94 | 0 2 3 | 3 13 0 |
| Western Extension | | | |
| Oodlabari | 97 | 0 2 5 | 4 1 0 |
| Bagrakote | 101 | 0 2 7 | 4 6 0 |
| Eastern Extension. | | | |
| Soongachi Siding .. .. | .... | 0 2 2 | 3 10 0 |
| Chalsa | 95 | 0 2 4 | 3 15 0 |
| Killcott Siding | 98 | 0 2 5* | 4 1 0 |
| Metelli | 101 | 0 2 7 | 4 6 0 |
| Nagrakata | 104 | 0 2 8 | 4 8 0 |
| Carron | 107 | 0 2 10 | 4 13 0 |
| Chengmari | 108 | 0 2 10 | 4 13 0 |
| Banarhat | 114 | 0 3 1 | 5 3 0 |
| Binnaguri | 118 | 0 3 3 | 5 8 0 |
| Dalgaon | 124 | 0 3 6 | 5 15 0 |
| Mujnai | 128 | 0 3 8 | 6 3 0 |
| Madarihath | 133 | 0 3 11 | 6 10 0 |

Loading and unloading to be done by owners.

DIBRU SADIYA RAILWAY

1. **Basis for charge.**—Coal is charged over the Dibru-Sadiya Railway as under :—

- For distances 12 miles and under—Re. 0-1-8 per maund at owner's risk from any station to any station on Dibru-Sadiya Railway including *via* Junctions and *vice versa*, when booked in wagon loads.
- For distance over 12 miles—Re. 0-2-0 per maund at owner's risk from any station to any station on Dibru-Sadiya Railway including *via* Junctions and *vice versa*, when booked in wagon loads.
- Coal in quantities less than a wagon load is charged at first class rate.

D. S. Ry.

2. Veneer Mill Siding.—In booking to Veneer Mill siding at Margherita, a siding charge of 3 pies per maund must be levied in addition to the rates to Margherita.

3. Rates for coal at onwer's risk, in full wagon loads between *via* Tinsukia and stations on the Dibru-Sadiya Railway to be used in booking with Assam Bengal and connected Railways :—

| Miles. | Stations. | Rate per maund. | Miles. | Stations. | Rate per maund. |
|--------|--------------------------|-----------------|--------|---------------------|-----------------|
| | | Rs. a. p. | | | Rs. a. p. |
| 34 | Dibrumukh and <i>via</i> | 0 2 0 | 18 | Dikom .. | 0 2 0 |
| 31 | Amolapati § .. | 0 2 0 | 16 | Nadua Siding* .. | 0 2 0 |
| 30 | Dibrugarh Town .. | 0 2 0 | 14 | Sealkati Siding* .. | 0 2 0 |
| 27 | Chalkhoa† .. | 0 2 0 | 14 | Hatiali Siding* .. | 0 2 0 |
| 25 | Bokel Siding* .. | 0 2 0 | 12 | Chabua .. | 0 1 8 |
| 23 | Lahoal .. | 0 2 0 | 8 | Anandabag Siding .. | 0 1 8 |

* These are Garden Sidings and Road side places of stoppage. All goods booked to these sidings must be freight prepaid and unloaded by the consignees.

† Closed for goods traffic.

§ Closed for through booking.

| Miles. | Stations. | Rate per maund. | Miles. | Stations. | Rate per maund. |
|--------|-----------------------------|-----------------|--------|---------------------|-----------------|
| | | Rs. a. p. | | | Rs. a. p. |
| 11 | Balijan Siding* .. | 0 1 8 | 7 | Hapjan Siding* .. | 0 1 8 |
| 10 | Bogdung Siding .. | 0 1 8 | 10 | Bara-Hapjan .. | 0 1 8 |
| 8 | Kanjikhoa Siding* .. | 0 1 8 | 13 | Hansara .. | 0 2 0 |
| 7 | Panitola .. | 0 1 8 | 13 | Baghjan Siding§ .. | 0 2 0 |
| 5 | Hukanpukri Siding* .. | 0 1 8 | 14 | Raidang Siding .. | 0 2 0 |
| 5 | Makum Junc. .. | 0 1 8 | 15 | Sookerating .. | 0 2 0 |
| 13 | Tingrai .. | 0 2 0 | 15 | Dum-Duma Town .. | 0 2 0 |
| 19 | Telpung .. | 0 2 0 | 13 | Samdang Siding .. | 0 2 0 |
| 20 | Digboi .. | 0 2 0 | 17 | Rupai Siding .. | 0 2 0 |
| 24 | Powa .. | 0 2 0 | 16 | Bogapani .. | 0 2 0 |
| 25 | Makum North Bank Siding* .. | 0 2 0 | 19 | Eriabari Siding* .. | 0 2 0 |
| 29 | Margherita .. | 0 2 0 | 21 | Talap .. | 0 2 0 |
| 34 | Ledo .. | 0 2 0 | 24 | Dangari .. | 0 2 0 |
| 32 | Namdang Siding* .. | 0 2 0 | 29 | Saikhua Ghat .. | 0 2 0 |

* These are Garden Sidings and Road side places of stoppage. All goods booked to these sidings must be freight prepaid and unloaded by the consignees.

§ Closed for through booking.

J. P. Ry.

4. **Private Sidings.**—The following private sidings are served by the stations named against them :—

| | | | | |
|----------------------------|----|----|----|-----------------|
| Lakhimpur Oil Mill siding | .. | .. | .. | Dibrugarh Town. |
| Mankatta siding | .. | .. | .. | Ditto. |
| Margherita Bazar siding | .. | .. | .. | Margherita. |
| Ledo Bazar siding | .. | .. | .. | Ledo. |
| Tikak Wharf | .. | .. | .. | Ledo. |
| Assam Oil Company's siding | .. | .. | .. | Tinsukia. |

No siding charge is levied on coal and coke booked to these sidings

JORHAT PROVINCIAL RAILWAY

1. Coal, Coke and Patent Fuel—Basis for charge:—

| | | | Pie per maund per mile. |
|------------------------------------|----|----|----------------------------|
| At Owner's Risk for all quantities | .. | .. | 0.5 |
| At Railway Risk for all quantities | .. | .. | 0.6 |

(a) **Coal for the Home Line.**—Coal for the Home Line booked from East Indian and Bengal Nagpur Railway Coal booking stations is charged at the same scale of rates as shown in paragraph 1, page 25 on the entire through distance from start to destination.

Note.—A surcharge of 12½ per cent. of the total freight charges subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on soft coke) as notified in paragraph 10, page 28 of this tariff.

2. **Terminal charge.**—A terminal charge of one anna per maund is levied on Coal, Coke and Patent Fuel. This charge has been included in the calculated rates.

3. **Minimum charges**—(a) The minimum distance for charge is five miles.

(b) The minimum charge is four annas, and in through booking this charge should be made for this Railway alone

4. Table of rates per ton for Coal and Coke over this Railway inclusive of the terminal charge.

Via MARIANI.

| Dis- tance | Stations to | | | | Rate per ton at O. R. | Rate per ton at R. R. |
|---------------|------------------|----|----|----|-----------------------------|-----------------------------|
| | | | | | Rs. a. p. | Rs. a. p. |
| 5 | Nahorbari | .. | .. | .. | 2 2 0 | 2 2 0 |
| 5 | Duklangia Siding | .. | .. | .. | 2 2 0 | 2 2 0 |
| 5 | Kaliapani Siding | .. | .. | .. | 2 2 0 | 2 2 0 |
| 5 | Murmuria Siding | .. | .. | .. | 2 2 0 | 2 2 0 |
| 7 | Cinnamara | .. | .. | .. | 2 4 0 | 2 4 0 |
| 8 | Karanga Halt | .. | .. | .. | 2 4 0 | 2 4 0 |
| 11 | Sycotta Siding | .. | .. | .. | 2 9 0 | 2 11 0 |
| 11 | Jorhat | .. | .. | .. | 2 9 0 | 2 11 0 |

Via MARIANI.—(Concl'd.)

| Distance | Stations to | | | | Rate per ton at O. R. | Rate per ton at R. R. |
|----------|-----------------|----|----|----|-----------------------|-----------------------|
| | | | | | Rs. a. p. | Rs. a. p. |
| 12 | Borigaon | .. | .. | .. | 2 9 0 | 2 11 0 |
| 15 | Patiagaon Halt | .. | .. | .. | 2 13 0 | 3 0 0 |
| 18 | Gosaigon | .. | .. | .. | 3 0 0 | 3 4 0 |
| 23 | Kakilamukh | .. | .. | .. | 3 6 0 | 3 11 0 |
| 9 | Khelmati Halt | .. | .. | .. | 2 7 0 | 2 7 0 |
| 13 | Rangajan | .. | .. | .. | 2 11 0 | 2 13 0 |
| 14 | Bokahola Siding | .. | .. | .. | 2 11 0 | 2 13 0 |
| 15 | Titabar | .. | .. | .. | 2 3 0 | 3 0 0 |

Via KAKILAMUKH.

| Distance | Stations to | | | | Rate per ton at O.R. | Rate per ton at R.R. |
|----------|-------------------------|----|----|----|----------------------|----------------------|
| | | | | | Rs. a. p. | Rs. a. p. |
| 5 | Gosaingaon | .. | .. | .. | 2 2 0 | 2 2 0 |
| 8 | Patiagaon Halt | .. | .. | .. | 2 4 0 | 2 6 0 |
| 11 | Borigaon | .. | .. | .. | 2 9 0 | 2 11 0 |
| 12 | Jorhat | .. | .. | .. | 2 9 0 | 2 11 0 |
| 14 | Khelmati Halt | .. | .. | .. | 2 11 0 | 2 13 0 |
| 16 | Cinnamara | .. | .. | .. | 2 13 0 | 3 2 0 |
| 17 | Karanga Halt | .. | .. | .. | 3 0 0 | 3 2 0 |
| 20 | Sycotta Siding | .. | .. | .. | 3 2 0 | 3 6 0 |
| 22 | Rangajan | .. | .. | .. | 3 4 0 | 3 9 0 |
| 23 | Bokahola Siding | .. | .. | .. | 3 6 0 | 3 11 0 |
| 24 | •Titabar and <i>via</i> | .. | .. | .. | 3 6 0 | 3 11 0 |
| 18 | Murmuria Siding | .. | .. | .. | 3 0 0 | 3 4 0 |
| 19 | Kaliapani Siding | .. | .. | .. | 3 2 0 | 3 4 0 |
| 20 | Duklangia Siding | .. | .. | .. | 3 2 0 | 3 6 0 |
| 22 | Nahorbari | .. | .. | .. | 3 4 0 | 3 9 0 |
| 23 | Mariani and <i>via</i> | .. | .. | .. | 3 6 0 | 3 11 0 |

Note.—No transshipment charge is levied by this Railway at Kakilamukh. A ghat charge of Re. 0.1-0 per maund must be levied in addition to these rates on all goods booked *via* Kakilamukh

K. F. Ry.

Via TITABAR.

| Dis- tance. | Stations to | | | | Rate per ton at O.R. | Rate per ton at R.R. |
|----------------|---------------------|----|----|----|----------------------------|----------------------------|
| | | | | | Rs. a. p. | Rs. a. p. |
| 5 | Bokahola Siding .. | .. | .. | .. | 2 2 0 | 2 2 0 |
| 5 | Rangajan .. | .. | .. | .. | 2 2 0 | 2 2 0 |
| 5 | Sycotta Siding .. | .. | .. | .. | 2 2 0 | 2 2 0 |
| 7 | Karanga Halt .. | .. | .. | .. | 2 4 0 | 2 4 0 |
| 8 | Cinnamara .. | .. | .. | .. | 2 4 0 | 2 7 0 |
| 10 | Murmuria Siding .. | .. | .. | .. | 2 7 0 | 2 9 0 |
| 11 | Kaliapani Siding .. | .. | .. | .. | 2 9 0 | 2 11 0 |
| 12 | Duklangia Siding .. | .. | .. | .. | 2 9 0 | 2 11 0 |
| 14 | Nahorbari .. | .. | .. | .. | 2 11 0 | 2 13 0 |
| 15 | Mariani .. | .. | .. | .. | 2 13 0 | 3 0 0 |
| 10 | Khelmati Halt .. | .. | .. | .. | 2 7 0 | 2 9 0 |
| 12 | Jorhat .. | .. | .. | .. | 2 9 0 | 2 11 0 |
| 13 | Borigaon .. | .. | .. | .. | 2 11 0 | 2 13 0 |
| 16 | Patiagaon Halt .. | .. | .. | .. | 3 0 0 | 3 2 0 |
| 19 | Gosaigaon .. | .. | .. | .. | 3 2 0 | 3 4 0 |
| 24 | Kakilamukh .. | .. | .. | .. | 3 6 0 | 3 11 0 |

To be loaded or unloaded by the owners.

5. **Siding charge.**—On coal booked to Marwari Putti Siding at Jorhat, a siding charge of eight pies per maund will be levied in addition to the rates to Jorhat. Traffic should be invoiced to Jorhat (Marwari Putti Siding).

KALIGHAT-FALTA RAILWAY

1. Kalighat-Falta Railway joins the Eastern Bengal Railway at Majherat Junction. Coal, Coke and Patent Fuel in full wagon loads may be booked through *via* Majherat Junction to stations on the Kalighat-Falta Railway.

2. **Transshipment charge.**—On Coal, Coke and Patent Fuel booked *via* Majherat Junction, a transshipment charge of Re. 0-2-3 per ton is levied by this Railway at Majherat. In addition to this the Eastern Bengal Railway levy a transshipment charge of Re. 0-6-10 per ton at Majherat.

3. The following are the distances and special rates per ton for Coal, Coke and Patent Fuel at owner's risk, in full wagon loads, L, from *via* Majherat to the under-mentioned stations on this Railway.

| Distance. | Stations to. | Rate per ton. | Conditions | Remarks. |
|-----------|----------------|------------------|-------------------|---------------------------------------------------------------------------------------------------------|
| | | Rs. a. p. | | |
| 5 | Gholeshapur .. | 0 7 3 | O.R., C.C., L. | These rates include the Kalighat-Falta Railway transshipment charge of Re. 0-2-3 per ton only. |
| 5 | Sakherbazar .. | 0 7 3 | | |
| 5 | Thakurpukur .. | 0 7 3 | | |
| 9 | Bhasa .. | 0 10 3 | | |
| 11 | Udairampur .. | 0 12 3 | | |
| 15 | Shirakole .. | 0 15 3 | | |
| 18 | Shivanipur .. | 1 2 3 | | |
| 20 | Dighirpar .. | 1 4 3 | | |
| 22 | Harindanga .. | 1 5 3 | | |
| 24 | Sararhat .. | 1 7 3 | | |
| 27 | Falta .. | 1 10 3 | | |

FUTWAH-ISLAMPUR RAILWAY

1. **Basis for charge.**—Coal, Coke and Patent Fuel are charged over this Railway at the first class rate.

2. **Terminal.**—A terminal charge of three pies per maund is levied. This charge is included in the calculated rates.

3. **Minimum distance for charge.**—The minimum distance for charge is 10 miles.

4. The following are the distances and first class rates per maund from *via* Futwah to stations on the Futwah-Islampur Railway.

| Stations. | | | | Distance. | Rate per maund. | Rate per ton. |
|---------------|----|----|----|-----------|-----------------|---------------|
| | | | | Miles. | Rs. a. p. | Rs. a. p. |
| Daniawan | .. | .. | .. | 10 | 0 0 7 | 1 0 0 |
| Singriawan† | .. | .. | .. | 12 | 0 0 8 | 1 2 3 |
| Diawan | .. | .. | .. | 15 | 0 0 9 | 1 4 6 |
| Lohanda Road | .. | .. | .. | 18 | 0 0 10 | 1 6 9 |
| Hilsa | .. | .. | .. | 21 | 0 0 11 | 1 9 0 |
| Ram Bhawan | .. | .. | .. | 29 | 0 1 2 | 1 15 9 |
| Ekanger Sarai | .. | .. | .. | 32 | 0 1 3 | 2 2 0 |
| Aungari † | .. | .. | .. | 35 | 0 1 4 | 2 4 3 |
| Islampur | .. | .. | .. | 45 | 0 1 7 | 2 11 0 |

* The special rate is Rs. 2-1-9 per ton in each case.

† Not open for coal.

ASSAM-BENGAL RAILWAY

1. **Basis for charge.**—Coal, Coke and Patent Fuel for the Public (*i.e.*, excluding Coal, Coke and Patent Fuel for the use of Home and Foreign Railways) in full wagon loads, at Owner's Risk, are charged over the Assam-Bengal Railway at the following scale of rates, subject to the exception notified under para. 2 :—

| | | Pie per md. per mile. | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|--------------------------|-----------------------|
| (i) Up to 400 miles | .. | 0·15 | |
| Plus for 401 miles and beyond | .. | 0·10 | |
| (ii) For traffic between (1) Tinsukia and via, | Up to 300 miles.. | 0·15 | No other rates apply. |
| (2) Naginimora and via and stations below, <i>i.e.</i> , south of Lumding and (3) Chandpur and via and any station on the Assam-Bengal Railway and via. | Plus from 301 to 400 miles .. | 0·13 | |
| | Plus from 401 to 700 miles .. | 0·10 | |
| | Plus 701 miles and beyond .. | 0·07 | |
| (iii) For traffic between (1) Tinsukia and via and stations and via on the Tinsukia-Pandu Section. (2) Naginimora and stations and via on Tinsukia-Pandu Section. | Up to 200 miles.. | 0·175 | No other rates apply. |
| | Plus 201 miles and beyond .. | 0·13 | |
| (iv) Over the Chaparmukh-Silghat Railway Branch (including Senchoa-Mairabari Branch), the Katakhal-Lalabazar Railway Branch, the Sibsagar-Khowang Railway Branch, Furkating Badulipara-Jorhat Railway Branch, Karimganj Longai Valley Railway Branch, Shaistaganj Habiganj Branch and Shaistaganj-Balla Branch | .. | 1·00 | No other rates apply. |

A. B. Ry.

2. Booking of Coal to Stations on the Surma Valley Section and other stations on the Chittagong, Mymensingh and Badarpur (Railway Traffic) Districts.—Coal, Coke and Patent Fuel for the Public from Colliery stations on the E. I. Ry. to stations on the Surma Valley Section and other stations on the Chittagong, Mymensingh and Badarpur (Railway Traffic) Districts, via Mymensingh or via Tangi are charged on through distance at the scale notified in para. 1, page 25 of the E.I. Ry. Coal Tariff No. 41 of 1938, without the addition of the surcharge.

3. Coal, Coke and Patent Fuel in small lots or consignments of less than a wagon load.—Coal, Coke and Patent Fuel in small lots are chargeable at Railway Risk rates. The rates for Coal, Coke and Patent Fuel at Railway Risk in any quantities over the Assam-Bengal Railway are the first class rates. Reduced O.R. rates for consignments in small lots are not quoted over this Railway.

4. Terminal charge.—A terminal charge of one pie per maund or Re. 0-2-3 per ton is levied on all Coal, Coke and Patent Fuel (except on Loco. coal for the use of Assam-Bengal Railway received from Foreign Railways including Steamer Services) booked to and from stations on the Assam-Bengal Railway. The calculated rates shown in this Tariff are inclusive of this terminal charge.

No terminal charge is levied on cross traffic, *i.e.*, traffic which neither originates nor terminates at a station on the Assam-Bengal Railway.

5. Loading and unloading.—In all cases loading and unloading must be done by senders and consignees.

6. Minimum distance for charge.—The minimum distance for charge over the Assam-Bengal Railway system is 25 miles.

7. Exclusion of Pies from freight charges.—In calculating freight charges, where lump sum rates are not given, if the rate per ton gives a fraction of an anna, six pies or more shall be taken as one anna and less than six pies shall be dropped. In the case, however, of extra charges such as for ferries, transshipment, &c., pies will not be dropped but added to the through rate.

8. Pontage charge on the Brahmaputra Bridge between Mymensingh and Shambhuganj.—A pontage charge as for 10 miles is made on all coal traffic on account of the Brahmaputra Bridge between Mymensingh and Shambhuganj. This charge has been included in the calculated rates given in this Tariff.

9. Double Hill Mileage charges.—Double Hill mileage is not leviable on Coal, Coke and Patent Fuel over the Hill Section of this Railway when charged at special rates, that is, at rates other than class rates. The section between Badarpur and Lumding, both inclusive (a distance of 115½ miles), is known as the Hill Section of the Assam-Bengal Railway.

10. Ferry charge on Coal, Coke and Patent Fuel over the Ashuganj-Bhairab Bazar Ferry.—The ferry charge on Coal, Coke and Patent Fuel over the Ashuganj-Bhairab Bazar Ferry is calculated at the coal rates on the ferry mileage of 14 miles. This charge is included in the calculated rates given in this tariff, where leviable.

11. Minimum distance for charge for Coal, Coke and Patent Fuel over the Sibsagar Road-Khowang, C.-S. (including S. M. Branch), K. L., F. B. J., K. L. V., S. H. Railway Branch and S. B. Branch Lines.—In the case of Coal, Coke and Patent Fuel booked through between a station on the Sibsagar Road-Khowang, Chaparmukh-Silghat (including Senchoa-Mairabai Branch), Katakhal-Lalabazar Furkating Badulipara-Jorhat, Karimganj Longai Valley, Shaistaganj Habiganj and Shaistaganj-Balla Branch Lines and a station on the Assam-Bengal Railway Main Line, and *via*, rate is calculated on the actual distance over the Branch Lines. This rule applies in through booking only.

A. B. Ry.

12. Coal, Coke and Patent Fuel for the use of Foreign Railways—Charge for.—Coal, Coke and Patent Fuel for the use of Foreign Railways in full wagon loads, at owner's risk, loading and unloading being done by senders and consignees are charged over the Assam-Bengal Railway at the same scale of rates as shown in paragraph 1, page 25 of this tariff.

Terminal, transhipment, ferry and all other extra charges, wherever due, must be levied in addition.

In through booking with Foreign Railways which have adopted the same scale of rates will be calculated on the through distance.

Note.—A surcharge of $12\frac{1}{2}$ per cent. of the total freight charges, subject to a maximum rate of Re. 1-0-0 per ton should be levied in addition except on soft coke on which a cess charge Re. 0-2-0 per ton is leviable.

13. Coal, Coke and Patent Fuel for the use of Home Line.—Coal, Coke and Patent Fuel for the Assam-Bengal Railway are charged at the rate of '09 pie per maund per mile without terminals.

Coal, Coke and Patent Fuel for the use of the Assam-Bengal Railway when booked from Foreign Railways, (except Jorhat Provincial and Dibru-Sadiya Railways) are charged at the scale of rates shown in paragraph 1, page 25 on the through distance to destination in conjunction with Railways which have adopted the same scale of rates. The terminal, transhipment, ferry and all other extra charges due must be levied in addition.

14. Booking of Coal to Sidings served by Chittagong (Strand Road) station.—Coal, Coke and Patent Fuel in full wagon loads may be booked to the following sidings served by Chittagong (Strand Road) station. An extra charge of Re. 1 per four-wheeled wagon or Rs. 2 per bogie wagon must be levied in each case in addition to the through rate up to Chittagong (Strand Road). Invoices should be issued for Chittagong (Strand Road) with remarks "To be delivered atsiding."

| Names of Siding. | Distance from Chittagong (Strand Road) Station. | | | | |
|----------------------------------------|-------------------------------------------------------|----|----|----|----------------|
| | Miles. | | | | |
| | | | | | |
| Steel Bros. Siding | .. | .. | .. | .. | .. |
| Salt Golah Siding | .. | .. | .. | .. | .. |
| Port Commissioner's Siding | .. | .. | .. | .. | $1\frac{1}{2}$ |
| Port Commissioner's New Siding | .. | .. | .. | .. | $\frac{1}{2}$ |
| Old Coal Dumps | .. | .. | .. | .. | $\frac{1}{2}$ |
| Guptakhali (I. B. P.) Siding | .. | .. | .. | .. | 2 |
| Port Engineer's Siding | .. | .. | .. | .. | $1\frac{3}{4}$ |
| Mackinnon Mackenzie Siding | .. | .. | .. | .. | .. |

15. Guptakhali and Telbund (Chittagong) Sidings.—

(a) Guptakhali (B. O. C.) siding is served by Chittagong (Strand Road). On traffic booked to this siding a placement charge of Re. 1 per four-wheeled wagon or Rs. 2 per bogie wagon is levied in addition to rates to Chittagong (Strand Road.)

(b) (B. O. C.) Telbund Siding is served by Chittagong (Strand Road) On traffic booked to this siding a placement charge of Re. 1 per four-wheeled wagon or Rs. 2 per bogie wagon is levied in addition to rates to Chittagong (Strand Road).

16. Shillong Out-Agency.—Coal, Coke and Patent Fuel in bulk cannot be booked through to Shillong Out-Agency.

A. B. Ry.

17. **Sidings.**—Coal, Coke and Patent Fuel in full wagon loads may be booked to the undermentioned sidings. The extra siding charge leviable is shown against each item.

| Name of siding. | Station served by. | Siding charge to be levied in addition. | Remarks. |
|-----------------------------------|----------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | Rs. a. p. | |
| Fenchuganj Siding .. | Fenchuganj .. | 0 2 3 per ton. | The name of the siding must be clearly shown on the Invoice. |
| Jogendranagar-Mymensingh siding. | Shambhuganj .. | 0 2 3 per ton. | |
| Maijdee Siding .. | Noakhali .. | 0 9 0 per ton. | Consignments to Gouripur Rice Mills are exempted from the siding charge. Siding charge must be shown separately on Invoice and Railway Receipt. In addition to mileage rates including terminals. |
| Brahmanbaria Ghat Siding | Brahmanbaria .. | 0 2 3 per ton. | |
| Gouripur-Mymensingh Bazar Siding. | Gouripur-Mymensingh. | 0 2 3 per ton. | |
| Khal Bola Bazar Siding .. | Atharabari .. | 0 13 7 " | |
| Rai Bazar Siding (a) .. | Atharabari .. | 0 13 7 " | |
| Chamdihara Siding .. | Juriagaon .. | 0 13 7 " | |
| Senairam Doongarmull Siding (b). | Tinsukia .. | No siding charge. | |
| Sepon Tea Siding .. | Sepon .. | 0 13 7 per ton. | |
| Shabazpur Siding .. | ..... | 0 13 7 " | |
| Dufalating Siding .. | ..... | 0 13 7 " | |

(a) Closed.

(b) The following is the list of merchants who are authorised to use the siding and for whom alone wagons will be placed at the siding :—

- | | |
|------------------------------------|-------------------------------------|
| 1. Senairam Doongarmull. | 7. Dilsukhrai Ranglal. |
| 2. Hajee Habib Hajee Peer Mahamad. | 8. Kishanlal Harakchand. |
| 3. Hukum Chand Madanlal. | 9. Chauthmal Mungalchand. |
| 4. Belchand Dharamchand. | 10. Durgaidutt Lachminarayan. |
| 5. Chauthmull Gaurishankar. | 11. Dingalmull Durgadutt. |
| 6. Banawarilal Chandulal. | 12. Marwari Soap Factory. |
| | 13. Adam Hajee Peer Mahamad Essack. |
| | 14. The Khemai Rice and Oil Mills. |

18. The following are the distances and rates per ton including terminal charge of Re. 0-2-3 per ton for Coal, Coke and Patent Fuel for the Public between *via Chandpur*, *via Pandu*, *via Mymensingh* and *via Tangi* and the undermentioned stations on the Assam-Bengal Railway.

| Stations. | Via Mymensingh. | | Via Chandpur. | | Via Pandu. | | Via Tangi. | |
|-----------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|
| | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. |
| | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. |
| Chittagong .. | 241 | .... | 113 | 2 9 3 | 485 | 9 15 3 | 199 | .... |
| Chittagong (Strand Road) .. | 242 | .... | 114 | 2 9 3 | 486 | 9 15 3 | 200 | .... |
| Chittagong Port* .. | 243 | .... | 115 | 2 9 3 | 487 | 9 15 3 | 201 | .... |
| Sholashahar .. | 245 | .... | 117 | 2 11 3 | 489 | 9 15 3 | 203 | .... |
| Chowdhurihat .. | 251 | .... | 123 | 2 11 3 | 495 | 10 1 3 | 209 | .... |
| Hathazari .. | 256 | .... | 127 | 2 13 3 | 499 | 10 1 3 | 214 | .... |
| Sakarhat .. | 259 | .... | 130 | 2 15 3 | 503 | 10 1 3 | 217 | .... |
| Katirhat .. | 262 | .... | 134 | 2 15 3 | 506 | 10 3 3 | 221 | .... |

* Inward goods for shipment only and not for local purposes, are booked to this station.

| Stations. | Via Mymensingh. | | Via Chandpur. | | Via Pandu. | | Via Tangi. | |
|-------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|
| | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. |
| | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. |
| Nazirhat .. | 264 | .. | 136 | 2 15 3 | 508 | 10 3 3 | 223 | .. |
| Janalihat (a) .. | 249 | .. | 120 | 2 11 3 | 608 | 9 15 3 | 207 | .. |
| Gomdandi (a) .. | 252 | .. | 124 | 2 13 3 | 611 | 10 1 3 | 210 | .. |
| Dhalghat .. | 256 | .. | 127 | 2 13 3 | 615 | 10 1 3 | 214 | .. |
| Patiya .. | 259 | .. | 131 | 2 15 3 | 618 | 10 1 3 | 217 | .. |
| Kanchannagar .. | 265 | .. | 136 | 2 15 3 | 623 | 10 3 3 | 223 | .. |
| Dohazari .. | 270 | .. | 142 | 3 2 3 | 629 | 10 3 3 | 228 | .. |
| Pahartali .. | 239 | .. | 110 | 2 9 3 | 482 | 9 12 3 | 197 | .. |
| Bhatiyari .. | 233 | .. | 104 | 2 6 3 | 476 | 9 12 3 | 191 | .. |
| Kumira .. | 227 | .. | 98 | 2 4 3 | 471 | 9 10 3 | 185 | .. |
| Sitakund .. | 218 | .. | 90 | 2 2 3 | 462 | 9 8 3 | 176 | .. |
| Baraiyadhala .. | 214 | .. | 86 | 2 0 3 | 458 | 9 8 3 | 172 | .. |
| Kunder Hat .. | 209 | .. | 80 | 1 13 3 | 452 | 9 5 3 | 167 | .. |
| Mirsarai .. | 205 | .. | 77 | 1 13 3 | 449 | 9 5 3 | 163 | .. |
| Dhoom .. | 199 | .. | 70 | 1 11 3 | 442 | 9 3 3 | 157 | .. |
| Dhoom Ghat .. | 197 | .. | 68 | 1 9 3 | 440 | 9 3 3 | 155 | .. |
| Fajilpur .. | 192 | .. | 64 | 1 9 3 | 436 | 9 3 3 | 150 | .. |
| Feni .. | 186 | .. | 57 | 1 6 3 | 429 | 9 1 3 | 144 | .. |
| Peer Buksh Hut .. | 193 | .. | 64 | 1 9 3 | 437 | 9 3 3 | 151 | .. |
| Fulgazi .. | 196 | .. | 67 | 1 9 3 | 440 | 9 3 3 | 154 | .. |
| Parashuram .. | 201 | .. | 72 | 1 11 3 | 445 | 9 5 3 | 159 | .. |
| Belonia .. | 203 | .. | 74 | 1 11 3 | 447 | 9 5 3 | 161 | .. |
| Sairshadi (a) .. | 181 | .. | 52 | 1 4 3 | 424 | 8 15 3 | 139 | .. |
| Gunabati .. | 177 | .. | 49 | 1 2 3 | 421 | 8 15 3 | 135 | .. |
| Thandakalibari .. | 172 | .. | 44 | 1 2 3 | 416 | 8 15 3 | 130 | .. |
| Nangalkot .. | 169 | .. | 40 | 1 0 3 | 413 | 8 12 3 | 127 | .. |
| Laksam Junction .. | 161 | .. | 32 | 0 13 3 | 404 | 8 10 3 | 119 | .. |
| Noakhali Branch— | | | | | | | | |
| Daulatganj .. | 162 | .. | 33 | 0 13 3 | 406 | 8 12 3 | 120 | .. |
| Natherpetua .. | 171 | .. | 42 | 1 0 3 | 414 | 8 12 3 | 129 | .. |
| Sonaimuri .. | 176 | .. | 47 | 1 2 3 | 420 | 8 15 3 | 134 | .. |
| Bajra .. | 179 | .. | 51 | 1 4 3 | 423 | 8 15 3 | 137 | .. |
| Chaumuhani .. | 183 | .. | 54 | 1 4 3 | 427 | 9 1 3 | 141 | .. |
| Harinarayanpur .. | 189 | .. | 61 | 1 6 3 | 433 | 9 1 3 | 147 | .. |
| Noakhali .. | 191 | .. | 63 | 1 6 3 | 435 | 9 3 3 | 149 | .. |
| Chandpur Branch— | | | | | | | | |
| Chitose Road .. | 167 | .. | 27 | 0 11 3 | 411 | 8 12 3 | 125 | .. |
| Meherkalibari .. | 173 | .. | 20 | 0 11 3 | 417 | 8 15 3 | 131 | .. |
| Hajiganj .. | 179 | .. | 14 | 0 11 3 | 423 | 8 15 3 | 137 | .. |
| Shahatali .. | 187 | .. | 10 | 0 11 3 | 431 | 9 1 3 | 145 | .. |
| Chandpur .. | 193 | .. | .. | .. | 436 | 8 15 3 | 151 | .. |
| Via Chandpur .. | .. | .. | .. | .. | .. | 8 13 0 | .. | .. |
| Lalmai .. | 154 | .. | 39 | 1 0 3 | 397 | 8 10 3 | 112 | .. |
| Comilla .. | 146 | .. | 47 | 1 2 3 | 390 | 8 8 3 | 104 | .. |
| Fakirhat .. | 142 | .. | 51 | 1 4 3 | 386 | 8 6 3 | 100 | .. |
| Rajapur .. | 138 | .. | 55 | 1 4 3 | 381 | 8 3 3 | 96 | .. |
| Nayanpur .. | 134 | .. | 59 | 1 6 3 | 377 | 8 3 3 | 92 | .. |

(a) Not open for Coal in full wagon loads.

A. B. Ry.

| Stations. | Via Mymensingh. | | Via Chandpur. | | Via Pandu. | | Via Tangi. | |
|-------------------------------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|
| | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. |
| | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. |
| Salda Nadi .. | 131 | .. | 62 | 1 6 3 | 375 | 8 1 3 | 89 | .. |
| Kamalasagar .. | 126 | .. | 67 | 1 9 3 | 369 | 7 15 3 | 84 | .. |
| Gangasagar .. | 119 | .. | 74 | 1 11 3 | 363 | 7 13 3 | 77 | .. |
| Akhaura Jn. .. | 117 | .. | 76 | 1 11 3 | 360 | 7 13 3 | 75 | .. |
| Bhairab Branch— | | | | | | | | |
| Paghachang .. | 111 | .. | 82 | 1 13 3 | 366 | 7 15 3 | 69 | .. |
| Brahmanbaria* .. | 107 | .. | 86 | 2 0 3 | 370 | 8 1 3 | 65 | .. |
| Talshahar † .. | 101 | .. | 92 | 2 2 3 | 376 | 8 1 3 | 69 | .. |
| Ashuganj .. | 99 | .. | 94 | 2 2 3 | 378 | 8 3 3 | 57 | .. |
| Bhairab-Tangi Branch— | | | | | | | | |
| Bhairab Bazar Jn. .. | 83 | .. | 110 | 2 9 3 | 393 | 8 8 3 | 41 | .. |
| Daulatkandi .. | 87 | .. | 113 | 2 9 3 | 397 | 8 10 3 | 38 | .. |
| Methikanda .. | 93 | .. | 119 | 2 11 3 | 403 | 8 10 3 | 32 | .. |
| Khanabari .. | 98 | .. | 124 | 2 13 3 | 408 | 8 12 3 | 27 | .. |
| Narsinghdi .. | 103 | .. | 130 | 2 15 3 | 413 | 8 12 3 | 21 | .. |
| Jinardi .. | 106 | .. | 133 | 2 15 3 | 416 | 8 15 3 | 18 | .. |
| Ghorasal .. | 109 | .. | 135 | 2 15 3 | 419 | 8 15 3 | 16 | .. |
| Arikhola .. | 114 | .. | 140 | 3 2 3 | 424 | 8 15 3 | 11 | .. |
| Pubail .. | 119 | .. | 145 | 3 4 3 | 429 | 9 1 3 | 10 | .. |
| Tangi Junc. .. | 124 | .. | 151 | 3 6 3 | 434 | 9 1 3 | .. | .. |
| Via Tangi Junc. .. | 124 | .. | 151 | 3 4 0 | 434 | 8 15 0 | .. | .. |
| Mymensingh-Bhairab Bazar Railway Branch— | | | | | | | | |
| Kuliar Char .. | 74 | .. | 119 | 2 11 3 | 403 | 8 10 3 | 51 | .. |
| Sarar Char .. | 69 | .. | 124 | 2 13 3 | 408 | 8 12 3 | 56 | .. |
| Manikkhali .. | 62 | .. | 131 | 2 15 3 | 415 | 8 15 3 | 63 | .. |
| Gachihata .. | 59 | .. | 134 | 2 15 3 | 418 | 8 15 3 | 66 | .. |
| Jasodalpur .. | 54 | .. | 139 | 3 2 3 | 423 | 8 15 3 | 71 | .. |
| Kishorganj .. | 52 | .. | 141 | 3 2 3 | 424 | 8 15 3 | 72 | .. |
| Nilganj .. | 47 | .. | 146 | 3 4 3 | 429 | 9 1 3 | 77 | .. |
| Musuli .. | 44 | .. | 149 | 3 4 3 | 433 | 9 1 3 | 81 | .. |
| Nandail Road .. | 41 | .. | 152 | 3 6 3 | 436 | 9 3 3 | 84 | .. |
| Atharabari .. | 36 | .. | 157 | 3 8 3 | 441 | 9 3 3 | 89 | .. |
| Shohagi †† .. | 31 | .. | 162 | 3 8 3 | 446 | 9 5 3 | 94 | .. |
| Ishwarganj .. | 28 | .. | 165 | 3 11 3 | 449 | 9 5 3 | 97 | .. |
| Bokainagar Flag† .. | 24 | .. | 169 | 3 11 3 | 453 | 9 5 3 | 101 | .. |
| Gouripur-Mymensingh¶ .. | 22 | .. | 171 | 3 13 3 | 455 | 9 8 3 | 103 | .. |
| Mymensingh Branch— | | | | | | | | |
| Bishka Flag†† .. | 18 | .. | 175 | 3 13 3 | 458 | 9 8 3 | 106 | .. |
| Shambhuganj .. | 14 | .. | 179 | 3 15 3 | 463 | 9 8 3 | 111 | .. |
| Mymensingh Jn. .. | .. | .. | 193 | 4 4 3 | 476 | 9 12 3 | 124 | .. |
| Via Mymensingh Jn. .. | .. | .. | 193 | 4 2 0 | 476 | 9 10 0 | 124 | .. |

* Goods traffic (including Coal, Coke and Patent Fuel) intended for Brahmanbaria is dealt with at Brahmanbaria Ghat siding. The siding charge of one pie per maund or Re. 0-2-3 per ton is levied on Coal traffic booked to Brahmanbaria in addition to these rates.

† Not open for through booking.

†† Closed.

†† Not open for through booking.

¶ This station itself is not open for Coal, Coke and Patent Fuel. Consignments may, however, be booked to the siding served by this station.

| Stations. | Via Mymensingh. | | Via Chandpur. | | Via Pandu. | | Via Tangi. | |
|------------------------------------------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|
| | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. |
| Mymensingh-Bhairab Bazar Railway Branch.—(Concl'd.) | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. |
| Shamganj Jn. .. | 27 | .. | 177 | 3 15 3 | 460 | 9 8 3 | 108 | .. |
| Netrakona .. | 37 | .. | 186 | 4 2 3 | 470 | 9 10 3 | 118 | .. |
| Thakura Kona .. | 44 | .. | 193 | 4 4 3 | 477 | 9 12 3 | 125 | .. |
| Barhatta .. | 48 | .. | 197 | 4 6 3 | 481 | 9 12 3 | 129 | .. |
| Atithpur .. | 52 | .. | 201 | 4 6 3 | 485 | 9 15 3 | 133 | .. |
| Mohanganja .. | 55 | .. | 204 | 4 8 3 | 488 | 9 15 3 | 136 | .. |
| Jalsuka .. | 32 | .. | 181 | 3 15 3 | 465 | 9 10 3 | 113 | .. |
| Purbadhala .. | 35 | .. | 184 | 4 2 3 | 468 | 9 10 3 | 116 | .. |
| Jaria-Jhanjail .. | 40 | .. | 190 | 4 4 3 | 473 | 9 10 3 | 121 | .. |
| Dacca Section— | | | | | | | | |
| Dacca .. | 138 | 3 2 3 | 164 | 3 11 3 | 448 | 9 5 3 | 14 | 0 11 3 |
| Narayanganj .. | 148 | 3 4 3 | 174 | 3 13 3 | 458 | 9 8 3 | 24 | 0 11 3 |
| Via Narayanganj .. | 148 | 3 2 0 | 174 | 3 11 0 | 458 | 9 6 0 | 24 | 0 9 0 |
| Singarbeel .. | 120 | .. | 79 | 1 13 3 | 357 | 7 13 3 | 78 | .. |
| Mukundapur .. | 124 | .. | 84 | 2 0 3 | 352 | 7 10 3 | 82 | .. |
| Harashpur .. | 129 | .. | 89 | 2 0 3 | 348 | 7 8 3 | 87 | 2 0 3 |
| Mantala .. | 133 | .. | 93 | 2 2 3 | 343 | 7 6 3 | 91 | 2 2 3 |
| Teliapara .. | 138 | .. | 98 | 2 4 3 | 339 | 7 6 3 | 96 | 2 2 3 |
| Itakhola .. | 139 | .. | 99 | 2 4 3 | 338 | 7 6 3 | 97 | 2 4 3 |
| Noyapara .. | 141 | .. | 101 | 2 4 3 | 336 | 7 3 3 | 99 | 2 4 3 |
| Chhatiaint†† .. | 143 | .. | 102 | 2 4 3 | 334 | 7 3 3 | 101 | 2 4 3 |
| Shahaji Bazar .. | 147 | .. | 106 | 2 6 3 | 330 | 7 3 3 | 105 | 2 6 3 |
| Sutang .. | 149 | .. | 109 | 2 6 3 | 328 | 7 1 3 | 107 | 2 6 3 |
| Shaistaganj .. | 152 | .. | 112 | 2 9 3 | 325 | 7 1 3 | 110 | 2 9 3 |
| Paikpara†† .. | 155 | .. | 115 | 3 0 3 | 328 | 7 8 3 | 113 | 3 0 3 |
| Dhulia Khal§ .. | 157 | .. | 116 | 3 4 3 | 329 | 7 12 3 | 115 | 3 4 3 |
| Habiganj Court* .. | 159 | .. | 119 | 3 11 3 | 332 | 8 3 3 | 117 | 3 11 3 |
| Habiganj Bazar .. | 161 | .. | 120 | 3 13 3 | 333 | 8 5 3 | 119 | 3 13 3 |
| Shakir Muhammad§ .. | 156 | .. | 116 | 3 4 3 | 444 | 7 12 3 | 114 | 3 4 3 |
| Chunar Ghat .. | 151 | .. | 120 | 3 13 3 | 448 | 8 5 3 | 119 | 3 13 3 |
| Amu Road .. | 164 | .. | 124 | 4 7 3 | 452 | 8 15 3 | 122 | 4 7 3 |
| Assampara .. | 168 | .. | 128 | 4 13 3 | 456 | 9 5 3 | 126 | 4 4 3† |
| Ballz .. | 169 | .. | 129 | 5 0 3 | 457 | 9 8 3 | 127 | 3 11 2† |
| Khowai .. | 155 | .. | 114 | 2 9 3 | 322 | 6 15 3 | 113 | 2 9 3 |
| Satiyajuri .. | 158 | .. | 118 | 2 11 3 | 319 | 6 15 3 | 116 | 2 9 3 |
| Rasidpur .. | 160 | .. | 119 | 2 11 3 | 317 | 6 15 3 | 118 | 2 11 3 |
| Satgaon .. | 166 | .. | 126 | 2 13 3 | 310 | 6 13 3 | 124 | 2 13 3 |
| Srimangal .. | 171 | .. | 131 | 2 15 3 | 306 | 6 10 3 | 129 | 2 13 3 |
| Bhanugach .. | 179 | .. | 138 | 3 2 3 | 298 | 6 8 3 | 137 | 3 2 3 |
| Shamshernagar .. | 183 | .. | 143 | 3 2 3 | 294 | 6 6 3 | 141 | 3 2 3 |
| Manu .. | 187 | .. | 147 | 3 4 3 | 290 | 6 6 3 | 145 | 3 4 3 |
| Tilagaon .. | 188 | .. | 148 | 3 4 3 | 288 | 6 4 3 | 146 | 3 4 3 |
| Langla†† .. | 191 | .. | 151 | 3 6 3 | 285 | 6 4 3 | 149 | 3 4 3 |
| Kulaura Junc. .. | 196 | .. | 156 | 3 6 3 | 280 | 6 1 3 | 154 | 3 6 3 |

†† Not open for through booking.

* Not yet opened.

† These are special rates.

§ Not open for coal in full wagon loads.

| Stations. | Via Mymensingh. | | Via Chandpur. | | Via Pandu. | | Via Tangi. | |
|------------------------------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|
| | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. |
| | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. |
| Kulaura-Sylhet Branch— | | | | | | | | |
| Baramchal .. | 203 | .. | 163 | 3 8 3 | 287 | 6 4 3 | 161 | 3 8 3 |
| Majgaon .. | 211 | .. | 170 | 3 13 3 | 295 | 6 6 3 | 169 | 3 11 3 |
| Fenchuganj (a) .. | 212 | .. | 172 | 3 13 3 | 296 | 6 6 3 | 170 | 3 13 3 |
| Mogla Bazar .. | 219 | .. | 179 | 3 15 3 | 303 | 6 8 3 | 177 | 3 15 3 |
| Sylhet Bazar .. | 226 | .. | 186 | 4 2 3 | 310 | 6 13 3 | 184 | 4 2 3 |
| Juri .. | 204 | .. | 164 | 3 11 3 | 273 | 5 15 3 | 162 | 3 8 3 |
| Dhamai Siding* .. | 207 | .. | 166 | 4 8 10 | 270 | 6 12 10 | 165 | 4 8 10 |
| Dakshinbhaq .. | 208 | .. | 168 | 3 11 3 | 269 | 5 13 3 | 166 | 3 11 3 |
| Kathaltali .. | 211 | .. | 170 | 3 13 3 | 266 | 5 13 3 | 169 | 3 11 3 |
| Barlekha .. | 213 | .. | 173 | 3 13 3 | 263 | 5 11 3 | 171 | 3 13 3 |
| Latu .. | 221 | .. | 180 | 3 15 3 | 256 | 5 8 3 | 179 | 3 15 3 |
| Langai .. | 229 | .. | 189 | 4 2 3 | 247 | 5 6 3 | 187 | 4 2 3 |
| Karimganj .. | 231 | .. | 191 | 4 4 3 | 246 | 5 6 3 | 189 | 4 2 3 |
| Karimganj-Longai-Valley Railway Branch— | | | | | | | | |
| Nilam Bazar .. | 240 | .. | 200 | 5 8 3 | 255 | 6 10 3 | 198 | 5 6 3 |
| Baraigram Jn. .. | 245 | .. | 204 | 6 4 3 | 259 | 7 6 3 | 203 | 6 2 3 |
| Kanai Bazar .. | 247 | .. | 207 | 6 8 3 | 262 | 7 10 3 | 205 | 6 6 3 |
| Patharkandi .. | 250 | .. | 209 | 6 15 3 | 264 | 8 1 3 | 208 | 6 13 3 |
| Kalkalighat .. | 252 | .. | 212 | 7 6 3 | 267 | 8 8 3 | 210 | 7 4 3 |
| Eraligul Siding .. | 247 | .. | 207 | 6 8 3 | 261 | 7 10 3 | 205 | 6 6 3 |
| Phakhoagram† .. | 249 | .. | 209 | 6 15 3 | 264 | 8 1 3 | 207 | 6 13 3 |
| Batabari .. | 256 | .. | 216 | 7 13 3 | 271 | 8 15 3 | 214 | 7 11 3 |
| Anipur .. | 258 | .. | 218 | 8 1 3 | 273 | 9 3 3 | 216 | 7 15 3 |
| Dullabcherra .. | 262 | .. | 222 | 8 13 3 | 277 | 9 15 3 | 220 | 8 11 3 |
| Chargola .. | 235 | .. | 195 | 4 4 3 | 242 | 5 4 3 | 193 | 4 4 3 |
| Bhanga .. | 239 | .. | 198 | 4 6 3 | 238 | 5 4 3 | 197 | 4 6 3 |
| Badarpur Jn. .. | 244 | .. | 204 | 4 8 3 | 233 | 5 1 3 | 202 | 4 6 3 |
| Shabazpur Siding .. | .. | .. | .. | .. | .. | .. | .. | 5 10 10§ |
| Silchar Branch— | | | | | | | | |
| Badarpur Ghat .. | 245 | .. | 205 | 4 8 3 | 234 | 5 1 3 | 203 | 4 6 3 |
| Panchgram .. | 247 | .. | 207 | 4 8 3 | 236 | 5 1 3 | 205 | 4 8 3 |
| Katakhal .. | 251 | .. | 211 | 4 11 3 | 240 | 5 4 3 | 209 | 4 8 3 |
| Katakhal-Lalabazar Railway— | | | | | | | | |
| Algapur .. | 257 | .. | 216 | 5 11 3 | 246 | 6 4 3 | 215 | 5 8 3 |
| Hailakandi .. | 262 | .. | 222 | 5 13 3 | 251 | 6 6 3 | 220 | 5 10 3 |
| Monacherra .. | 267 | .. | 227 | 5 13 3 | 256 | 6 6 3 | 225 | 5 10 3 |
| Lalabazar .. | 272 | .. | 232 | 5 13 3 | 261 | 6 6 3 | 230 | 5 10 3 |
| Lalaghat .. | 273 | .. | 233 | 5 13 3 | 262 | 6 6 3 | 231 | 5 16 3 |
| Salchapra .. | 253 | .. | 213 | 4 11 3 | 242 | 5 4 3 | 211 | 4 11 3 |
| Masimpur .. | 259 | .. | 219 | 4 13 3 | 248 | 5 6 3 | 217 | 4 13 3 |
| Silchar .. | 262 | .. | 222 | 4 13 3 | 251 | 5 8 3 | 220 | 4 13 3 |

(a) An extra siding charge of one pie per maund or Re. 0-2-3 per ton will be levied on Coal, Coke and Patent Fuel booked to Fenchuganj Siding.

* Goods in consignments of 100 maunds and over only, are booked to and from this siding.

† Closed.

§ This is a special rate

| Station. | Via Mymensingh. | | Via Chandpur. | | Via Pandu. | | Via Tangi. | |
|-------------------------------------------|-------------------------|------------------|-------------------------|------------------|-------------------------|------------------|-------------------------|------------------|
| | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. |
| | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. |
| Hilara .. | 250 | .. | 210 | 4 11 3 | 226 | 4 15 3 | 208 | 4 8 3 |
| Bihara .. | 254 | .. | 213 | 4 11 3 | 223 | 4 13 3 | 212 | 4 11 3 |
| Chandranathpur .. | 257 | .. | 216 | 4 11 3 | 220 | 4 13 3 | 215 | 4 11 3 |
| Katlichara (a) .. | 259 | .. | 219 | 4 13 3 | 217 | 4 13 3 | 217 | 4 13 3 |
| Damchara .. | 262 | .. | 222 | 4 13 3 | 214 | 4 11 3 | 220 | 4 13 3 |
| Bandarkhal .. | 267 | .. | 227 | 5 15 3 | 210 | 4 11 3 | 225 | 4 15 3 |
| Ditokcherra .. | 270 | .. | 230 | 5 1 3 | 207 | 4 8 3 | 228 | 4 15 3 |
| Harangajao .. | 274 | .. | 234 | 5 1 3 | 202 | 4 6 3 | 232 | 5 1 3 |
| Jatinga .. | 286 | .. | 245 | 5 6 3 | 191 | 4 4 3 | 244 | 5 6 3 |
| Lower Haflong .. | 294 | .. | 254 | 5 8 3 | 182 | 3 15 3 | 252 | 5 8 3 |
| Mahur .. | 303 | .. | 263 | 5 11 3 | 173 | 3 13 3 | 261 | 5 11 3 |
| Daotuhaja .. | 311 | .. | 271 | 5 15 3 | 165 | 3 11 3 | 269 | 5 13 3 |
| Maibang .. | 318 | .. | 278 | 6 1 3 | 158 | 3 8 3 | 276 | 5 15 3 |
| Mupa .. | 325 | .. | 284 | 6 4 3 | 152 | 3 6 3 | 283 | 6 1 3 |
| Langting .. | 335 | .. | 295 | 6 6 3 | 142 | 3 2 3 | 293 | 6 6 3 |
| Hatikhali .. | 347 | .. | 306 | 6 10 3 | 130 | 2 15 3 | 305 | 6 10 3 |
| Lumding Junction .. | 359 | 7 13 3 | 319 | 6 13 3 | 118 | 2 11 3 | 317 | 6 15 3 |
| Gauhati Branch— | | | | | | | | |
| Lamsakhang .. | 368 | 7 15 3 | 328 | 7 1 3 | 109 | 2 6 3 | 326 | 7 1 3 |
| Lanka .. | 378 | 8 3 3 | 338 | 7 3 3 | 99 | 2 4 3 | 336 | 7 3 3 |
| Hojai .. | 387 | 8 6 3 | 347 | 7 6 3 | 90 | 2 2 3 | 345 | 7 8 3 |
| Jamunamukh .. | 397 | 8 10 3 | 357 | 7 8 3 | 80 | 1 13 3 | 355 | 7 10 3 |
| Kampur .. | 404 | 8 10 3 | 364 | 7 10 3 | 73 | 1 11 3 | 362 | 7 13 3 |
| Chaparmukh Junc. .. | 415 | 8 15 3 | 374 | 7 15 3 | 62 | 1 6 3 | 373 | 8 1 3 |
| Chaparmukh- Silghat Railway Branch— | | | | | | | | |
| Raha .. | 418 | 9 6 3 | 377 | 8 6 3 | 65 | 1 13 3 | 376 | 8 8 3 |
| Phulaguri .. | 423 | 10 1 3 | 382 | 9 1 3 | 70 | 2 8 3 | 381 | 9 3 3 |
| Rebejia .. | 426 | 10 8 3 | 385 | 9 8 3 | 73 | 2 15 3 | 384 | 9 10 3 |
| Senchoa Jn. .. | 428 | 10 13 3 | 387 | 9 13 3 | 75 | 3 4 3 | 386 | 9 15 3 |
| Nowgong Assam .. | 432 | 11 6 3 | 391 | 10 6 3 | 79 | 3 13 3 | 390 | 10 8 3 |
| Puranigudam .. | 438 | 12 3 3 | 397 | 11 3 3 | 85 | 4 10 3 | 396 | 11 5 3 |
| Samaguri .. | 444 | 13 1 3 | 403 | 12 1 3 | 91 | 5 8 3 | 402 | 12 3 3 |
| Amlaki Siding* .. | 449 | 13 12 3 | 408 | 12 12 3 | 96 | 6 3 3 | 407 | 12 14 3 |
| Salona Assam .. | 452 | 14 3 3 | 411 | 13 3 3 | 99 | 6 10 3 | 410 | 13 5 3 |
| Kellyden Siding* .. | 455 | 14 10 3 | 414 | 13 12 3 | 102 | 7 1 3 | 413 | 13 12 3 |
| Solal Siding* .. | 457 | 14 14 3 | 416 | 13 14 3 | 104 | 7 5 3 | 415 | 13 13 3 |
| • Sikani Siding § .. | 458 | 15 1 3 | 417 | 14 1 3 | 105 | 7 8 3 | 416 | 14 3 3 |
| Jakhalabandha .. | 461 | 15 8 3 | 420 | 14 7 3 | 108 | 7 14 3 | 419 | 14 9 3 |
| Silghat Town .. | 466 | 16 3 3 | 425 | 15 3 3 | 113 | 8 10 3 | 424 | 15 5 2 |
| Via Silghat Town (b) .. | 466 | .. | 425 | .. | 113 | .. | 424 | .. |

* Goods in consignments of 100 maunds and over only are booked to and from this siding

• § Closed for through booking.

(a) Closed.

(b) A transshipment charge of Re. 0-1-6 per maund will be levied. Coal in bulk cannot be booked via Silghat Town.

A. B. Ry.

| Station. | Via Mymen-singh. | | Via Chandpur. | | Via Pandu. | | Via Tangi. | |
|----------------------------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|
| | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. |
| | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. |
| Senchoa-Mairabari Br.— | | | | | | | | |
| Haibargaon .. | 545 | 11 3 3 | 505 | 10 3 3 | 78 | 3 10 3 | 503 | 10 5 3 |
| Rupahigaon .. | 552 | 12 1 3 | 511 | 11 1 3 | 84 | 4 8 3 | 510 | 11 3 3 |
| Juriagaon .. | 558 | 12 15 3 | 518 | 11 15 6 | 90 | 5 6 3 | 516 | 12 1 3 |
| Chamdhara Siding .. | 559 | 13 10 7 | 519 | 12 10 7 | 91 | 6 1 7 | 517 | 12 12 7 |
| Balikstia† .. | 564 | 13 12 3 | 524 | 12 12 3 | 96 | 6 3 3 | 522 | 12 14 3 |
| Doom Doomiagaon .. | 566 | 14 1 3 | 525 | 13 1 3 | 98 | 6 8 3 | 524 | 13 3 3 |
| Dhing Bazar .. | 570 | 14 10 3 | 529 | 13 10 3 | 102 | 7 1 3 | 528 | 13 12 3 |
| Dhing .. | 571 | 14 14 3 | 531 | 13 14 3 | 103 | 7 5 3 | 529 | 14 0 3 |
| Mairabari .. | 573 | 15 1 3 | 533 | 14 1 3 | 105 | 7 8 3 | 531 | 14 3 3 |
| Gauhati Branch— | | | | | | | | |
| Dharamtul .. | 424 | 8 15 3 | 384 | 8 1 3 | 53 | 1 4 3 | 382 | 8 3 3 |
| Jagi Road .. | 436 | 9 3 3 | 395 | 8 3 3 | 41 | 1 0 3 | 394 | 8 8 3 |
| Khetri .. | 443 | 9 3 3 | 403 | 8 6 3 | 34 | 0 13 3 | 401 | 8 10 3 |
| Digaru .. | 450 | 9 5 3 | 410 | 8 8 3 | 27 | 0 11 3 | 408 | 8 12 3 |
| Panikhaiti .. | 463 | 9 8 3 | 422 | 8 10 3 | 14 | 0 11 3 | 421 | 8 15 3 |
| Gauhati and | | | | | | | | |
| Gauhati Ghat | 471 | 9 10 3 | 431 | 8 12 3 | 5 | 0 11 3 | 429 | 9 1 3 |
| Via Gauhati Ghat | 471 | 9 8 0 | 431 | 8 10 0 | 5 | 0 9 0 | 429 | 8 15 0 |
| Via Pandu .. | 476 | 9 10 0 | 436 | 8 13 0 | .. | .. | 434 | 8 15 0 |
| Adjusted rates shewn against these stations. | | | | | | | | |
| Bar Langfer | 364 | 7 15 3 | 322 | 6 15 3 | 122 | 2 11 3 | 322 | 6 15 3 |
| Langcholiect .. | 367 | 7 15 3 | 327 | 7 1 3 | 126 | 2 13 3 | 325 | 7 1 3 |
| Nailalung .. | 373 | 8 1 3 | 338 | 7 1 3 | 132 | 2 15 3 | 331 | 7 3 3 |
| Diphu .. | 379 | 8 3 3 | 339 | 7 3 3 | 138 | 3 2 3 | 337 | 7 6 3 |
| Dhansiri .. | 391 | 8 8 3 | 351 | 7 8 3 | 149 | 3 4 3 | 349 | 7 8 3 |
| Rangapahar .. | 396 | 8 8 3 | 355 | 7 8 3 | 154 | 3 6 3 | 354 | 7 10 3 |
| Manipur Road .. | 402 | 8 10 3 | 362 | 7 10 3 | 161 | 3 8 3 | 360 | 7 13 3 |
| Bokajan .. | 411 | 8 12 3 | 371 | 7 13 3 | 170 | 3 13 3 | 369 | 7 15 3 |
| Naojan .. | 420 | 8 15 3 | 379 | 7 15 3 | 178 | 3 15 3 | 378 | 8 3 3 |
| Sarupathar .. | 425 | 9 1 3 | 385 | 8 1 3 | 183 | 3 15 3 | 383 | 8 3 3 |
| Barpathar .. | 431 | 9 1 3 | 391 | 8 3 3 | 189 | 4 2 3 | 389 | 8 6 3 |
| Jamguri .. | 440 | 9 3 3 | 400 | 8 6 3 | 198 | 4 6 3 | 398 | 8 10 3 |
| Oating .. | 443 | 9 3 3 | 403 | 8 6 3 | 202 | 4 6 3 | 401 | 8 10 3 |
| Furkating .. | 446 | 9 5 3 | 406 | 8 8 3 | 205 | 4 8 3 | 404 | 8 10 3 |
| Furkating-Badulipara- | | | | | | | | |
| Jorhat Branch— | | | | | | | | |
| Gola Ghat .. | 450 | 10 0 3 | 410 | 9 3 3 | 209 | 5 3 3 | 408 | .. |
| Gola Ghat Siding .. | 454 | 10 7 3 | 413 | 9 10 3 | 212 | 5 10 3 | 411 | .. |
| Halmira Siding .. | 457 | 10 14 3 | 417 | 10 1 3 | 215 | 6 1 3 | 415 | .. |
| Hautley .. | 457 | 10 14 3 | 417 | 10 1 3 | 215 | 6 1 3 | 415 | .. |
| Batlikhpa Siding .. | 461 | 11 9 3 | 421 | 10 12 3 | 220 | 6 12 3 | 419 | .. |
| Khumtai .. | 461 | 11 9 3 | 421 | 10 12 3 | 220 | 6 12 3 | 419 | .. |
| Badulipara .. | 464 | 11 14 3 | 424 | 11 1 3 | 222 | 7 1 3 | 422 | .. |
| Michamara .. | 466 | 12 5 3 | 426 | 11 8 3 | 225 | 7 8 3 | 424 | .. |
| Barua Bamungaon .. | 470 | 12 14 3 | 430 | 12 1 3 | 229 | 8 1 3 | 428 | .. |
| Moabund .. | 476 | 13 11 3 | 436 | 12 14 3 | 235 | 8 14 3 | 434 | .. |
| Bhalukmara .. | 480 | 14 2 3 | 439 | 13 5 3 | 238 | 9 5 3 | 438 | .. |
| Rowriah .. | 484 | 14 14 3 | 444 | 14 1 3 | 243 | 10 1 3 | 442 | .. |
| Jorhat Town .. | 488 | 15 4 3 | 448 | 14 7 3 | 246 | 10 7 3 | 446 | .. |

(b)

(b) Coal, Coke and Patent Fuel in full wagon loads, O. R., L. from via Pandu to Jorhat Town is charged at the special rate of Rs. 7-4-0 per ton.

† Not yet opened.

| Station. | Via Mymen-singh. | | Via Chandpur. | | Via Pandu. | | Via Tangi. | |
|-------------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|
| | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. | Distance for charge. | Rate per ton. |
| | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. | Miles | Rs. a. p. |
| Kamarbandha-Ali .. | 452 | 9 5 3 | 411 | 8 8 3 | 210 | 4 11 3 | 410 | 8 12 3 |
| Chakiting Siding .. | 455 | 10 5 10 | 414 | .. | 213 | 5 8 10 | 413 | 9 9 10 |
| Dufalating Siding .. | 456 | 10 5 10 | 416 | .. | 215 | 5 8 10 | 414 | 9 9 10 |
| Titabar Junction .. | 462 | 9 8 3 | 422 | 8 10 3 | 220 | 4 13 3 | 420 | 8 15 3 |
| Via Titabar .. | 462 | 9 6 0 | 422 | 8 8 0 | 220 | 4 11 0 | 420 | 8 13 0 |
| Letekujan Siding .. | 464 | 10 5 10 | 424 | .. | 223 | 5 10 10 | 422 | 9 12 10 |
| Kharikatia .. | 466 | 9 10 3 | 426 | 8 12 3 | 224 | 4 15 3 | 424 | 8 15 3 |
| Mariani Junction .. | 470 | 9 10 3 | 430 | 8 12 3 | 228 | 4 15 3 | 428 | 9 1 3 |
| Via Mariani .. | 470 | 9 8 0 | 430 | 8 10 0 | 228 | 4 13 0 | 428 | 8 15 0 |
| Kathalguri Siding .. | 472 | 10 7 10 | 431 | .. | 230 | 5 14 10 | 430 | 9 14 10 |
| Meleng .. | 473 | 9 10 3 | 433 | 8 12 3 | 232 | 5 1 3 | 431 | 9 1 3 |
| Nakachari .. | 476 | 9 12 3 | 436 | 8 15 3 | 235 | 5 1 3 | 434 | 9 1 3 |
| Seleng Hat .. | 484 | 9 12 3 | 443 | 8 15 3 | 242 | 5 4 3 | 442 | 9 3 3 |
| Amguri .. | 487 | 9 15 3 | 447 | 9 1 3 | 245 | 5 6 3 | 445 | 9 5 3 |
| Namtiali .. | 494 | 9 15 3 | 454 | 9 1 3 | 253 | 5 8 3 | 452 | 9 5 3 |
| Mezenga Siding .. | 498 | 10 14 10 | 458 | .. | 257 | 6 8 10 | 456 | 10 5 10 |
| Nazira .. | 501 | 10 1 3 | 461 | 9 3 3 | 259 | 5 11 3 | 459 | 9 8 3 |
| Simaluguri Junc. .. | 503 | 10 1 3 | 463 | 9 3 3 | 262 | 5 11 3 | 461 | 9 8 3 |
| Sibsagar Road-Khowang Branch— | | | | | | | | |
| Sibsagar Town .. | 513 | 11 8 3 | 473 | 10 10 3 | 272 | 7 2 3 | 471 | 10 15 3 |
| Desang Tea Siding .. | 519 | 12 5 3 | 479 | 11 7 3 | 278 | 7 15 3 | 477 | 11 12 3 |
| Kharahat .. | 523 | 12 14 3 | 483 | 12 0 3 | 281 | 8 8 3 | 481 | 12 5 3 |
| Machai Siding .. | .. | 14 0 10 | .. | .. | .. | 9 10 10 | .. | 13 7 10 |
| Mohkhuti Tea Siding .. | 527 | 13 7 3 | 487 | 12 9 3 | 286 | 9 1 3 | 485 | 12 14 3 |
| Sepon .. | 530 | 13 14 3 | 490 | 13 0 3 | 289 | 9 8 3 | 488 | 13 5 3 |
| Moran Tea Siding .. | 533 | 14 5 3 | 493 | 13 7 3 | 292 | 9 15 3 | 491 | 13 12 3 |
| Moranhat .. | 536 | 14 14 3 | 496 | 14 0 3 | 295 | 10 8 3 | 495 | 14 5 3 |
| Khowang .. | 542 | 15 10 3 | 501 | 14 12 3 | 300 | 11 4 3 | 500 | 15 1 3 |
| Naginimora Branch— | | | | | | | | |
| Santak .. | 507 | 10 3 3 | 467 | 9 5 3 | 266 | 5 13 3 | 465 | 9 10 3 |
| Bihubar .. | 510 | 10 3 3 | 470 | 9 5 3 | 268 | 5 13 3 | 468 | 9 10 3 |
| Naginimora .. | 511 | 10 3 3 | 471 | 9 5 3 | 270 | 6 6 3 | 469 | 9 10 3 |
| Lakwa .. | 512 | 10 3 3 | 471 | 9 5 3 | 270 | 5 15 3 | 470 | 9 10 3 |
| Safrai .. | 518 | 10 5 3 | 478 | 9 8 3 | 277 | 6 1 3 | 476 | 9 12 3 |
| Borahi Siding .. | 522 | 11 2 10 | 481 | .. | 280 | 6 14 10 | 480 | 10 9 10 |
| Bhojo .. | 524 | 10 5 3 | 484 | 9 8 3 | 283 | 6 1 3 | 482 | 9 12 3 |
| Sapekhati .. | 533 | 10 8 3 | 493 | 9 10 3 | 291 | 6 6 3 | 491 | 9 15 3 |
| Borhat .. | 541 | 10 10 3 | 501 | 9 12 3 | 300 | 6 8 3 | 499 | 10 1 3 |
| Namrup .. | 544 | 10 10 3 | 504 | 9 12 3 | 303 | 6 8 3 | 502 | 10 1 3 |
| Balimara .. | 548 | 10 12 3 | 507 | 9 15 3 | 306 | 6 10 3 | 506 | 10 3 3 |
| Naharkatiya .. | 551 | 10 12 3 | 511 | 9 15 3 | 301 | 6 13 3 | 509 | 10 3 3 |
| Duliajan .. | 557 | 10 14 3 | 517 | 10 1 3 | 315 | 6 13 3 | 515 | 10 5 3 |
| Bordubi Road .. | 559 | 10 14 3 | 519 | 10 1 3 | 318 | 6 15 3 | 517 | 10 5 3 |
| Charali .. | 563 | 10 14 3 | 523 | 10 1 3 | 322 | 6 15 3 | 521 | 10 5 3 |
| Tinsukia Junction .. | 566 | 11 1 3 | 526 | 10 3 3 | 325 | 7 6 3 | 524 | 10 5 3 |
| Via Tinsukia .. | 566 | 10 15 0 | 526 | 10 1 0 | 325 | 7 4 0 | 524 | 10 3 0 |

A. B. Ry.

Table of through rates per ton for Coal, Coke and Patent Fuel for the use of the Assam-Bengal Railway and other Foreign Railways, O. R., L., in full wagon loads, from the undermentioned East Indian Railway Colliery stations to stations on the Assam-Bengal Railway :—

| Station. | Lumding via Naihati, Parbatipur and Pandu. | Tinsukia via Naihati, Parbatipur and Pandu. | Titabar via Naihati, Parbatipur and Pandu. | Akhaura via Naihati, Santahar and Mymensingh | Bhairab Bazar via Naihati, Santahar and Mymensingh |
|--------------------|-----------------------------------------------------|------------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------------|
| | Rate per ton. | Rate per ton. | Rate per ton. | Rate per ton. | Rate per ton. |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal | 8 7 10 | 10 0 10 | 9 2 10 | 7 7 10 | 7 2 10 |
| Ukhra | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 2 10 |
| Pandaveswar .. | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 5 10 |
| Darulah Siding .. | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 5 10 |
| Sathla No. 4 .. | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 5 10 |
| Palasthali | 8 11 10 | 10 2 10 | 9 7 10 | 7 9 10 | 7 5 10 |
| Panchra | 8 9 10 | 10 0 10 | 9 4 10 | 7 9 10 | 7 5 10 |
| Raniganj | 8 7 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 2 10 |
| Raniganj Siding .. | 8 7 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 2 10 |
| Raniganj Ghat .. | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 2 10 |
| Kalipahari | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 5 10 |
| Asansol | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 5 10 |
| Dhadka | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 5 10 |
| Jainti Siding .. | 8 14 10 | 10 4 10 | 9 9 10 | 7 14 10 | 7 9 10 |
| Karmatar | 8 14 10 | 10 4 10 | 9 9 10 | 7 11 10 | 7 7 10 |
| Sitarampur | 8 9 10 | 10 2 10 | 9 4 10 | 7 9 10 | 7 5 10 |
| Shamdi | 8 11 10 | 10 2 10 | 9 7 10 | 7 9 10 | 7 5 10 |
| Kulti | 8 9 10 | 10 2 10 | 9 7 10 | 7 9 10 | 7 5 10 |
| Barakar | 8 11 10 | 10 2 10 | 9 7 10 | 7 9 10 | 7 5 10 |
| Mugma | 8 11 10 | 10 2 10 | 9 7 10 | 7 9 10 | 7 5 10 |
| Mugma West .. | 8 11 10 | 10 2 10 | 9 7 10 | 7 9 10 | 7 7 10 |
| Kaloobathan .. | 8 11 10 | 10 2 10 | 9 7 10 | 7 9 10 | 7 7 10 |
| Dhanbad | 8 14 10 | 10 4 10 | 9 9 10 | 7 11 10 | 7 9 10 |
| Kusunda | 8 14 10 | 10 4 10 | 9 9 10 | 7 11 10 | 7 9 10 |
| Jherriah | | | | | |
| Pathardihi | | | | | |
| Katrasgarh | 9 2 10 | 10 9 3† | 9 13 10 | 8 0 10 | 7 11 10 |
| Serampur | | | | | |
| Kurhurbaree .. | | | | | |
| Domohani No. 2 .. | 9 2 10 | 10 9 3† | 9 13 10 | 8 0 10 | 7 14 10 |
| Chara | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 2 10 |
| Toposi | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 2 10 |
| Singaran | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 2 10 |
| Ikrah | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 2 10 |
| Jamuria | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 5 10 |
| Barabani | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 5 10 |
| Churulia | 8 9 10 | 10 0 10 | 9 4 10 | 7 7 10 | 7 5 10 |
| Gaurangdi | 8 9 10 | 10 2 10 | 9 7 10 | 7 9 10 | 7 5 10 |
| Rajhara | 9 12 3† | 11 5 3† | 10 7 3† | 9 4 10 | 9 0 10 |
| Rajhara Siding .. | 9 12 3† | 11 5 3† | 10 9 2† | 9 4 10 | 9 0 10 |
| Chandrapura .. | 9 0 10 | 10 9 10 | 9 11 10 | 8 0 10 | 7 11 10 |
| Bermo | 9 2 10 | 10 9 10 | 9 13 10 | 8 0 10 | 7 14 10 |
| Sarak | 9 7 10 | 10 13 10 | 10 2 10 | 8 5 10 | 8 0 10 |
| Barkakana | 9 7 10 | 10 13 10 | 10 2 10 | 8 5 10 | 8 2 10 |
| Ray | 9 9 10 | 11 2 10 | 10 7 10 | 8 9 10 | 8 5 10 |
| Jarangdi Siding .. | 9 2 10 | 10 9 10 | 9 13 10 | 8 0 10 | 7 14 10 |

Note.—These rates include the East Indian Railway terminal charge of Re. 0-4-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Parbatipur or at Santahar.

† These rates apply via Bhagalpur and Katihar and include the Ferry and transhipment charges of Re. 1-2-3 per ton.

‡ This rate applies via Manihari Ghat and include the Ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge is leviable in addition (except on soft Coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft Coke.

A. B. Ry.

Table of through rates per ton for Coal, Coke and Patent Fuel for the Public in full wagon loads, O. R., L., from the undermentioned colliery stations on the East Indian Railway to certain important stations on the Chittagong and Mymensingh (Railway) Traffic Districts of the ABR, via Mymensingh or via Tangi, as the case may be :—

| Station | Via Naihati, Santahar, Fulchhari and Mymensingh | | | | | |
|---------------------|-------------------------------------------------|-----------|------------|-----------|---------------|-----------|
| | Akhaura | Ashuganj | Atharabari | Atithpur | Barai-yadhala | Barhatta |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 \| \| | 8 3 \| | 7 \| \| |
| Ukhra ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Pandaveswar ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Darulah Siding ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Samla No. 4 ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Palasthali ... | 7 12 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 8 \| | 7 5 \| |
| Panchra ... | 7 12 \| | 7 10 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Raniganj ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 \| \| |
| Raniganj Siding ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 \| \| |
| Raniganj Ghat ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 \| \| |
| Kalipahari ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Asansol ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Dhadka ... | 7 10 \| | 7 10 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Jainti Siding ... | 8 \| \| | 7 14 \| | 7 5 \| | 7 8 \| | 8 10 \| | 7 8 \| |
| Karmatar ... | 7 14 \| | 7 12 \| | 7 5 \| | 7 8 \| | 8 10 \| | 7 8 \| |
| Sitarampur ... | 7 12 \| | 7 10 \| | 7 3 \| | 7 3 \| | 8 8 \| | 7 3 \| |
| Shamdih ... | 7 12 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 8 \| | 7 5 \| |
| Kulti ... | 7 12 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 8 \| | 7 3 \| |
| Barakar ... | 7 12 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 8 \| | 7 3 \| |
| Mugma ... | 7 12 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 8 \| | 7 5 \| |
| Mugma West ... | 7 12 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 8 \| | 7 5 \| |
| Kaloobathan ... | 7 12 \| | 7 12 \| | 7 3 \| | 7 5 \| | 8 8 \| | 7 5 \| |
| Dhanbad ... | 7 14 \| | 7 12 \| | 7 5 \| | 7 8 \| | 8 10 \| | 7 8 \| |
| Kusunda ... | 7 14 \| | 7 12 \| | 7 5 \| | 7 8 \| | 8 10 \| | 7 8 \| |
| Jherriah ... | | | | | | |
| Pathardihi ... | 8 3 \| | 8 \| \| | 7 10 \| | 7 12 \| | 8 14 \| | 7 12 \| |
| Katrasgarh ... | 8 3 \| | 8 \| \| | 7 10 \| | 7 12 \| | 8 14 \| | 7 12 \| |
| Serampur ... | 8 3 \| | 8 \| \| | 7 10 \| | 7 12 \| | 8 14 \| | 7 12 \| |
| Kurhurbaree ... | 8 3 \| | 8 \| \| | 7 10 \| | 7 12 \| | 8 14 \| | 7 12 \| |
| Domohani No. 2 ... | 8 3 \| | 8 \| \| | 7 10 \| | 7 12 \| | 8 14 \| | 7 12 \| |
| Chara ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Toposl ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Singaran ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Ikrah ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Jamuria ... | 7 10 \| | 7 8 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Barabani ... | 7 10 \| | 7 10 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Churulia ... | 7 10 \| | 7 10 \| | 7 \| \| | 7 3 \| | 8 5 \| | 7 3 \| |
| Gaurangdi ... | 7 12 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 8 \| | 7 3 \| |
| Rajhara ... | 9 7 \| | 9 5 \| | 8 14 \| | 8 14 \| | 10 0 \| | 8 14 \| |
| Rajhara Siding ... | 9 5 \| | 9 5 \| | 8 12 \| | 8 14 \| | 10 0 \| | 8 14 \| |
| Chandrapura ... | 8 3 \| | 8 \| \| | 7 10 \| | 7 10 \| | 8 14 \| | 7 10 \| |
| Bermo ... | 8 3 \| | 8 \| \| | 7 10 \| | 7 12 \| | 8 14 \| | 7 12 \| |
| Jarangdi Siding ... | 8 3 \| | 8 \| \| | 7 10 \| | 7 12 \| | 8 14 \| | 7 12 \| |
| Sarak ... | 8 8 \| | 8 5 \| | 7 14 \| | 8 \| \| | 9 3 \| | 8 \| \| |
| Barka Kana ... | 8 8 \| | 8 5 \| | 7 14 \| | 8 \| \| | 9 3 \| | 8 \| \| |
| Ray ... | 8 12 \| | 8 10 \| | 8 3 \| | 8 5 \| | 9 7 \| | 8 3 \| |

| Station | Via Nulhati, Santahar, Fulchhari and Mymensingh | | | | | |
|----------------------|-------------------------------------------------|---------------|---------------|-----------|-----------|-------------|
| | Belonia | Bhairab Bazar | Brahmanbaria† | Chandpur | Chaumuhan | Chittagong* |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal ... | 8 3 1 | 7 5 1 | 7 10 4 | 8 1 1 | 8 1 1 | 8 8 1 |
| Ukhra ... | 8 3 1 | 7 5 1 | 7 10 4 | 8 3 1 | 8 1 1 | 8 8 1 |
| Pandaveswar ... | 8 5 1 | 7 5 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 8 1 |
| Darulah Siding ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 10 1 |
| Samla No. 4 ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 8 1 |
| Palasthali ... | 8 5 1 | 7 8 1 | 7 14 4 | 8 5 1 | 8 3 1 | 8 10 1 |
| Panchra ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 10 1 |
| Raniganj ... | 8 3 1 | 7 5 1 | 7 10 4 | 8 3 1 | 8 1 1 | 8 8 1 |
| Raniganj Siding ... | 8 3 1 | 7 5 1 | 7 10 4 | 8 3 1 | 8 1 1 | 8 8 1 |
| Raniganj Ghat ... | 8 3 1 | 7 5 1 | 7 10 4 | 8 3 1 | 8 1 1 | 8 8 1 |
| Kulbhari ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 8 1 |
| Asansol ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 10 1 |
| Dhadka ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 10 1 |
| Jainti Siding ... | 8 10 1 | 7 12 1 | 8 0 4 | 8 8 1 | 8 8 1 | 8 14 1 |
| Karmatar ... | 8 8 1 | 7 10 1 | 8 0 4 | 8 8 1 | 8 5 1 | 8 12 1 |
| Sitarampur ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 10 1 |
| Shamdih ... | 8 5 1 | 7 8 1 | 7 14 4 | 8 5 1 | 8 3 1 | 8 10 1 |
| Kulti ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 5 1 | 8 3 1 | 8 10 1 |
| Barakar ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 5 1 | 8 3 1 | 8 10 1 |
| Mugma ... | 8 5 1 | 7 8 1 | 7 14 4 | 8 5 1 | 8 3 1 | 8 10 1 |
| Mugma West ... | 8 8 1 | 7 8 1 | 7 14 4 | 8 5 1 | 8 5 1 | 8 10 1 |
| Koloobathan ... | 8 8 1 | 7 10 1 | 7 14 4 | 8 5 1 | 8 5 1 | 8 12 1 |
| Dhanbad ... | 8 10 1 | 7 10 1 | 8 0 4 | 8 8 1 | 8 8 1 | 8 12 1 |
| Kusunda ... | 8 10 1 | 7 12 1 | 8 0 4 | 8 8 1 | 8 8 1 | 8 14 1 |
| Jherriah ... | | | | | | |
| Pathardihi ... | 8 12 1 | 7 14 1 | 8 5 4 | 8 12 1 | 8 10 1 | 9 1 1 |
| Katrasgarh ... | 8 12 1 | 7 14 1 | 8 5 4 | 8 12 1 | 8 10 1 | 9 1 1 |
| Serampur ... | 8 12 1 | 7 14 1 | 8 5 4 | 8 12 1 | 8 12 1 | 9 3 1 |
| Kurhurbaree ... | 8 14 1 | 8 1 1 | 8 5 4 | 8 12 1 | 8 12 1 | 9 3 1 |
| Domohani No. 2 ... | 8 3 1 | 7 5 1 | 7 12 4 | 8 3 1 | 8 1 1 | 8 8 1 |
| Chara ... | 8 3 1 | 7 5 1 | 7 12 4 | 8 3 1 | 8 1 1 | 8 8 1 |
| Toposi ... | 8 3 1 | 7 5 1 | 7 10 4 | 8 3 1 | 8 1 1 | 8 8 1 |
| Singaran ... | 8 3 1 | 7 5 1 | 7 10 4 | 8 3 1 | 8 1 1 | 8 8 1 |
| Ikrah ... | 8 3 1 | 7 5 1 | 7 12 4 | 8 3 1 | 8 1 1 | 8 8 1 |
| Jamuria ... | 8 5 1 | 7 5 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 8 1 |
| Barabani ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 10 1 |
| Churulla ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 3 1 | 8 3 1 | 8 10 1 |
| Gaufangdi ... | 8 5 1 | 7 8 1 | 7 12 4 | 8 5 1 | 8 3 1 | 8 10 1 |
| Rajhara ... | 10 0 1 | 9 3 1 | 9 7 4 | 9 14 1 | 9 14 1 | 10 5 1 |
| Rajhara Siding ... | 10 0 1 | 9 3 1 | 9 7 4 | 9 14 1 | 9 14 1 | 10 5 1 |
| Chandrapura ... | 8 12 1 | 7 14 1 | 8 3 4 | 8 10 1 | 8 10 1 | 9 1 1 |
| Bermo ... | 8 14 1 | 7 14 1 | 8 5 4 | 8 12 1 | 8 12 1 | 9 1 1 |
| Jarangdih Siding ... | 8 14 1 | 8 1 1 | 8 5 4 | 8 12 1 | 8 12 1 | 9 3 1 |
| Sarak ... | 9 1 1 | 8 3 1 | 8 10 4 | 9 1 1 | 8 14 1 | 9 5 1 |
| Barka Kana ... | 9 3 1 | 8 5 1 | 8 10 4 | 9 1 1 | 9 1 1 | 9 7 1 |
| Ray ... | 9 5 1 | 8 8 1 | 8 12 4 | 9 5 1 | 9 3 1 | 9 10 1 |

* Chittagong station includes Chittagong, Chittagong (Strand Road) and Chittagong Port. Chittagong Port is open for traffic despatched by Ocean-going steamers. On booking to any siding served by Chittagong (Strand Road) station, a siding charge of Re. 1-0-0 per four-wheeled wagon will be levied in addition to the rates to Chittagong (Strand Road).

† Goods traffic (including coal, coke and patent fuel) intended for this station is dealt with at Brahmanbaria Ghat siding, the rates shown against this station include a siding charge of Re. 0-2-3 per ton.

For foot-note see page 353.

| Station | Via Naihati, Sanchar, Fulchhari and Mymensingh | | | | | |
|----------------------|------------------------------------------------|-----------|------------|-----------|-----------|-----------|
| | Chowdhurhat | Comilla | Daulatganj | Dhalghat | Dhoom | Dohazari |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal ... | 8 8 \| | 7 12 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 10 \| |
| Ukhra ... | 8 10 \| | 7 12 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Pandaveswar ... | 8 10 \| | 7 14 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Darulah Siding ... | 8 10 \| | 7 14 \| | 8 1 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Samla No. 4 ... | 8 10 \| | 7 14 \| | 8 1 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Palasthali ... | 8 12 \| | 8 1 \| | 8 1 \| | 8 12 \| | 8 5 \| | 8 14 \| |
| Panchra ... | 8 10 \| | 7 14 \| | 8 1 \| | 8 10 \| | 8 5 \| | 8 12 \| |
| Raniganj ... | 8 10 \| | 7 12 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Raniganj Siding ... | 8 10 \| | 7 12 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Raniganj Ghat ... | 8 10 \| | 7 12 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Kalpahari ... | 8 10 \| | 7 14 \| | 8 1 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Asansol ... | 8 10 \| | 7 14 \| | 8 1 \| | 8 10 \| | 8 5 \| | 8 12 \| |
| Dhadka ... | 8 10 \| | 7 14 \| | 8 1 \| | 8 10 \| | 8 5 \| | 8 12 \| |
| Jainti Siding ... | 8 14 \| | 8 3 \| | 8 5 \| | 8 14 \| | 8 10 \| | 9 1 \| |
| Karmatar ... | 8 14 \| | 8 3 \| | 8 3 \| | 8 14 \| | 8 8 \| | 9 1 \| |
| Sitampur ... | 8 10 \| | 7 14 \| | 8 1 \| | 8 12 \| | 8 5 \| | 8 12 \| |
| Shamdh ... | 8 12 \| | 7 14 \| | 8 1 \| | 8 12 \| | 8 5 \| | 8 14 \| |
| Kulti ... | 8 12 \| | 7 14 \| | 8 1 \| | 8 12 \| | 8 5 \| | 8 12 \| |
| Barakar ... | 8 12 \| | 7 14 \| | 8 1 \| | 8 12 \| | 8 5 \| | 8 14 \| |
| Mugma ... | 8 12 \| | 8 1 \| | 8 1 \| | 8 12 \| | 8 5 \| | 8 14 \| |
| Mugma West ... | 8 12 \| | 8 1 \| | 8 1 \| | 8 12 \| | 8 5 \| | 8 14 \| |
| Kaloobathan ... | 8 12 \| | 8 1 \| | 8 3 \| | 8 12 \| | 8 8 \| | 8 14 \| |
| Dhanbad ... | 8 14 \| | 8 3 \| | 8 3 \| | 8 14 \| | 8 8 \| | 9 1 \| |
| Kusunda ... | 8 14 \| | 8 3 \| | 8 5 \| | 8 14 \| | 8 10 \| | 9 1 \| |
| Jherriah ... | | | | | | |
| Pathardihi ... | | | | | | |
| Katrasgarh ... | 9 3 \| | 8 8 \| | 8 8 \| | 9 3 \| | 8 12 \| | 9 5 \| |
| Serampur ... | | | | | | |
| Kurhurbaree ... | | | | | | |
| Domohani No. 2 ... | 9 3 \| | 8 8 \| | 8 10 \| | 9 3 \| | 8 12 \| | 9 5 \| |
| Chara ... | 8 10 \| | 7 12 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Toposi ... | 8 10 \| | 7 12 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Singaran ... | 8 10 \| | 7 12 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Ikrah ... | 8 10 \| | 7 14 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Jamuria ... | 8 10 \| | 7 14 \| | 7 14 \| | 8 10 \| | 8 3 \| | 8 12 \| |
| Barabani ... | 8 10 \| | 7 14 \| | 8 1 \| | 8 10 \| | 8 5 \| | 8 12 \| |
| Churulia ... | 8 10 \| | 7 14 \| | 8 1 \| | 8 10 \| | 8 5 \| | 8 12 \| |
| Gaurangdi ... | 8 12 \| | 7 14 \| | 8 1 \| | 8 12 \| | 8 5 \| | 8 12 \| |
| Rajhara ... | 10 5 \| | 9 10 \| | 9 12 \| | 10 7 \| | 10 0 \| | 10 7 \| |
| Rajhara Siding ... | 10 5 \| | 9 10 \| | 9 12 \| | 10 5 \| | 10 0 \| | 10 7 \| |
| Chandrapura ... | 9 1 \| | 8 5 \| | 8 8 \| | 9 3 \| | 8 12 \| | 9 3 \| |
| Bermo ... | 9 3 \| | 8 8 \| | 8 8 \| | 9 3 \| | 8 12 \| | 9 5 \| |
| Jarangdih Siding ... | 9 3 \| | 8 8 \| | 8 10 \| | 9 3 \| | 8 12 \| | 9 5 \| |
| Sarak ... | 9 7 \| | 8 10 \| | 8 12 \| | 9 7 \| | 9 1 \| | 9 10 \| |
| Barka Kana ... | 9 7 \| | 8 12 \| | 8 14 \| | 9 7 \| | 9 1 \| | 9 10 \| |
| Ray ... | 9 12 \| | 8 14 \| | 9 1 \| | 9 12 \| | 9 5 \| | 9 12 \| |

A. B. Ry.

| Station | Via Nalhati, Santahar, Fulchhari and Mymensingh | | | | | |
|---------------------|-------------------------------------------------|-----------|-----------|-----------|-------------|----------------------|
| | Fajlipur | Feni | Fulgazi | Gachihata | Ganga-Sagar | Gouripur-Mymensingh* |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal ... | 8 1 \| | 8 1 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Ukhra ... | 8 3 \| | 8 1 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Pandaveswar ... | 8 3 \| | 8 3 \| | 8 3 \| | 8 3 \| | 7 10 \| | 6 15 \| |
| Darulah Siding ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 3 \| | 7 10 \| | 7 1 \| |
| Samla No. 4 ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 3 \| | 7 10 \| | 7 1 \| |
| Palasthali ... | 8 5 \| | 8 5 \| | 8 5 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Panchra ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Raniganj ... | 8 3 \| | 8 1 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Raniganj Siding ... | 8 3 \| | 8 1 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Raniganj Ghat ... | 8 3 \| | 8 1 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Kalipahari ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 3 \| | 7 10 \| | 7 1 \| |
| Asansol ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Dhadka ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Jainti Siding ... | 8 8 \| | 8 8 \| | 8 8 \| | 7 10 \| | 8 1 \| | 7 5 \| |
| Karmatar ... | 8 8 \| | 8 8 \| | 8 8 \| | 7 8 \| | 7 14 \| | 7 3 \| |
| Sitarampur ... | 8 3 \| | 8 3 \| | 8 5 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Shamdih ... | 8 5 \| | 8 3 \| | 8 5 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Kulti ... | 8 5 \| | 8 3 \| | 8 5 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Barakar ... | 8 5 \| | 8 3 \| | 8 5 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Mugma ... | 8 5 \| | 8 5 \| | 8 5 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Mugma West ... | 8 5 \| | 8 5 \| | 8 5 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Kaloobathan ... | 8 5 \| | 8 5 \| | 8 5 \| | 7 8 \| | 7 14 \| | 7 3 \| |
| Dhanbad ... | 8 8 \| | 8 8 \| | 8 8 \| | 7 8 \| | 7 14 \| | 7 3 \| |
| Kusunda ... | 8 8 \| | 8 8 \| | 8 8 \| | 7 10 \| | 8 1 \| | 7 5 \| |
| Jherriah ... | | | | | | |
| Pathardih ... | 8 12 \| | 8 12 \| | 8 12 \| | 7 12 \| | 8 3 \| | 7 8 \| |
| Katrasgarh ... | | | | | | |
| Serampur ... | | | | | | |
| Kurhumbaree ... | | | | | | |
| Domohani No. 2 ... | | | | | | |
| Chara ... | 8 3 \| | 8 1 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Toposi ... | 8 3 \| | 8 1 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Singaran ... | 8 3 \| | 8 1 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Ikrah ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Jamuria ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 3 \| | 7 10 \| | 6 15 \| |
| Barabani ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Churulia ... | 8 3 \| | 8 3 \| | 8 3 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Gaurangdi ... | 8 5 \| | 8 3 \| | 8 5 \| | 7 5 \| | 7 12 \| | 7 1 \| |
| Rajhara ... | 9 14 \| | 9 14 \| | 10 0 \| | 9 1 \| | 9 7 \| | 8 12 \| |
| Rajhara Siding ... | 9 14 \| | 9 14 \| | 9 14 \| | 9 1 \| | 9 7 \| | 8 12 \| |
| Chandrapuza ... | 8 10 \| | 8 10 \| | 8 12 \| | 7 12 \| | 8 3 \| | 7 8 \| |
| Bermo ... | 8 12 \| | 8 12 \| | 8 12 \| | 7 12 \| | 8 3 \| | 7 8 \| |
| Jarandih Siding ... | 8 12 \| | 8 12 \| | 8 12 \| | 7 12 \| | 8 3 \| | 7 10 \| |
| Sarak ... | 9 1 \| | 8 14 \| | 9 1 \| | 8 1 \| | 8 8 \| | 7 12 \| |
| Barka Kana ... | 9 1 \| | 9 1 \| | 9 1 \| | 8 1 \| | 8 8 \| | 7 14 \| |
| Ray ... | 9 5 \| | 9 3 \| | 9 5 \| | 8 5 \| | 8 12 \| | 8 1 \| |

* This station itself is not open for coal traffic. Consignment may, however, be booked to the siding served by this station. A siding charge of Re. 0-2-3 per ton must be levied in addition to these rates. This siding charge is not to be levied if the traffic is consigned to Gouripore Rice Mills or Gouripore Loan and Timber Coy., Ltd., and not dealt with at the siding.

For foot-note see page 353.

| Station | Via Nalhati, Santahar, Fulchhari and Mymensingh | | | | | |
|----------------------|-------------------------------------------------|-----------|------------|----------------|--------------|---------------|
| | Hajiganj | Hathazari | Ishwarganj | Jaria-Jhanjafi | Kamala-sagar | Kanchan-nagar |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal ... | 8 1 1 | 8 10 1 | 6 15 1 | 7 1 1 | 7 10 1 | 8 10 1 |
| Ukhra ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 1 1 | 7 10 1 | 8 10 1 |
| Pandaveswar ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 1 1 | 7 12 1 | 8 12 1 |
| Darulah Siding ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Samla No. 4 ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 1 1 | 7 12 1 | 8 12 1 |
| Palasthali ... | 8 3 1 | 8 12 1 | 7 3 1 | 7 3 1 | 7 14 1 | 8 14 1 |
| Panchra ... | 8 3 1 | 8 10 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Raniganj ... | 8 1 1 | 8 10 1 | 6 15 1 | 7 1 1 | 7 10 1 | 8 10 1 |
| Raniganj Siding ... | 8 1 1 | 8 10 1 | 6 15 1 | 7 1 1 | 7 10 1 | 8 10 1 |
| Raniganj Ghat ... | 8 1 1 | 8 10 1 | 6 15 1 | 7 1 1 | 7 10 1 | 8 10 1 |
| Kalipahari ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 1 1 | 7 12 1 | 8 12 1 |
| Asansol ... | 8 3 1 | 8 10 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Dhadka ... | 8 3 1 | 8 10 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Jainti Siding ... | 8 8 1 | 8 14 1 | 7 5 1 | 7 8 1 | 8 1 1 | 9 1 1 |
| Karmatar ... | 8 5 1 | 8 14 1 | 7 5 1 | 7 5 1 | 8 1 1 | 9 1 1 |
| Sitampur ... | 8 3 1 | 8 12 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Shamdih ... | 8 3 1 | 8 12 1 | 7 3 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Kulti ... | 8 3 1 | 8 12 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Barakar ... | 8 3 1 | 8 12 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Mugma ... | 8 3 1 | 8 12 1 | 7 3 1 | 7 3 1 | 7 14 1 | 8 14 1 |
| Mugma West ... | 8 3 1 | 8 12 1 | 7 3 1 | 7 3 1 | 7 14 1 | 8 14 1 |
| Kaloobathan ... | 8 5 1 | 8 12 1 | 7 3 1 | 7 5 1 | 7 14 1 | 8 14 1 |
| Dhanbad ... | 8 5 1 | 8 14 1 | 7 5 1 | 7 5 1 | 8 1 1 | 9 1 1 |
| Kusunda ... | 8 8 1 | 8 14 1 | 7 5 1 | 7 8 1 | 8 1 1 | 9 1 1 |
| Jherriah ... | | | | | | |
| Pathardihi ... | 8 10 1 | 9 3 1 | 7 10 1 | 7 10 1 | 8 5 1 | 9 5 1 |
| Katrasgarh ... | | | | | | |
| Serampur ... | 8 10 1 | 9 3 1 | 7 10 1 | 7 10 1 | 8 5 1 | 9 5 1 |
| Kurhurbaree ... | 8 10 1 | 9 3 1 | 7 10 1 | 7 10 1 | 8 5 1 | 9 5 1 |
| Domohani No. 2 ... | 8 10 1 | 9 3 1 | 7 10 1 | 7 10 1 | 8 5 1 | 9 5 1 |
| Chara ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 1 1 | 7 10 1 | 8 10 1 |
| Toposi ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 1 1 | 7 10 1 | 8 10 1 |
| Singaran ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 1 1 | 7 10 1 | 8 10 1 |
| Ikrah ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 1 1 | 7 12 1 | 8 10 1 |
| Jamuria ... | 8 1 1 | 8 10 1 | 7 1 1 | 7 1 1 | 7 12 1 | 8 12 1 |
| Barabani ... | 8 3 1 | 8 10 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Churulia ... | 8 3 1 | 8 10 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Gaurangdi ... | 8 3 1 | 8 12 1 | 7 1 1 | 7 3 1 | 7 12 1 | 8 12 1 |
| Rajhara ... | 9 14 1 | 10 7 1 | 8 12 1 | 8 14 1 | 9 7 1 | 10 7 1 |
| Rajhara Siding ... | 9 14 1 | 10 5 1 | 8 12 1 | 8 14 1 | 9 7 1 | 10 7 1 |
| Chandrapura ... | 8 10 1 | 9 3 1 | 7 8 1 | 7 10 1 | 8 3 1 | 9 3 1 |
| Bermo ... | 8 10 1 | 9 3 1 | 7 10 1 | 7 10 1 | 8 5 1 | 9 5 1 |
| Jarangdih Siding ... | 8 10 1 | 9 3 1 | 7 10 1 | 7 12 1 | 8 5 1 | 9 5 1 |
| Sarak ... | 8 14 1 | 9 7 1 | 7 14 1 | 7 14 1 | 8 8 1 | 9 7 1 |
| Bagkakana ... | 8 14 1 | 9 7 1 | 7 14 1 | 7 14 1 | 8 10 1 | 9 10 1 |
| Ray ... | 9 3 1 | 9 12 1 | 8 1 1 | 8 3 1 | 8 12 1 | 9 12 1 |

| Station | Via Nalhati, Santahar, Fulchhari and Mymensingh | | | | | |
|----------------------|-------------------------------------------------|-------------|------------|-------------------------|-----------|-----------|
| | Katirhat | Kishor-ganj | Laksam Jn. | Mohan-ganj ¹ | Nazirhat | Netrakona |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal ... | 8 10 \| | 7 1 \| | 7 14 \| | 7 3 \| | 8 10 \| | 7 1 \| |
| Ukhra ... | 8 10 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 10 \| | 7 1 \| |
| Pandaveswar ... | 8 10 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 12 \| | 7 1 \| |
| Darulah Siding ... | 8 12 \| | 7 3 \| | 8 1 \| | 7 3 \| | 8 12 \| | 7 1 \| |
| Samla No. 4 ... | 8 12 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 12 \| | 7 1 \| |
| Palasthali ... | 8 12 \| | 7 5 \| | 8 1 \| | 7 5 \| | 8 12 \| | 7 3 \| |
| Panchra ... | 8 12 \| | 7 3 \| | 8 1 \| | 7 3 \| | 8 12 \| | 7 3 \| |
| Raniganj ... | 8 10 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 10 \| | 7 1 \| |
| Raniganj Siding ... | 8 10 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 10 \| | 7 1 \| |
| Raniganj Ghat ... | 8 10 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 10 \| | 7 1 \| |
| Kalipahari ... | 8 12 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 12 \| | 7 1 \| |
| Asansol ... | 8 12 \| | 7 3 \| | 8 1 \| | 7 3 \| | 8 12 \| | 7 1 \| |
| Dhadka ... | 8 12 \| | 7 3 \| | 8 1 \| | 7 3 \| | 8 12 \| | 7 1 4 |
| Jainti Siding ... | 9 1 \| | 7 8 \| | 8 5 \| | 7 8 \| | 9 1 \| | 7 8 \| |
| Karmatar ... | 8 14 \| | 7 8 \| | 8 3 \| | 7 8 \| | 9 1 \| | 7 5 \| |
| Sitarampur ... | 8 12 \| | 7 3 \| | 8 1 \| | 7 5 \| | 8 12 \| | 7 3 \| |
| Shamdih ... | 8 12 \| | 7 5 \| | 8 1 \| | 7 5 \| | 8 12 \| | 7 3 \| |
| Kulti ... | 8 12 \| | 7 5 \| | 8 1 \| | 7 5 \| | 8 12 \| | 7 3 \| |
| Barakar ... | 8 12 \| | 7 5 \| | 8 1 \| | 7 5 \| | 8 12 \| | 7 3 \| |
| Mugma ... | 8 12 \| | 7 5 \| | 8 1 \| | 7 5 \| | 8 14 \| | 7 3 \| |
| Mugma West ... | 8 14 \| | 7 5 \| | 8 1 \| | 7 5 \| | 8 14 \| | 7 3 \| |
| Kaloobathan ... | 8 14 \| | 7 5 \| | 8 3 \| | 7 5 \| | 8 14 \| | 7 3 \| |
| Dhanbad ... | 8 14 \| | 7 8 \| | 8 3 \| | 7 8 \| | 9 1 \| | 7 5 \| |
| Kusunda ... | 9 1 \| | 7 8 \| | 8 5 \| | 7 8 \| | 9 1 \| | 7 5 \| |
| Jherriah ... | | | | | | |
| Pathardihi ... | 9 3 \| | 7 12 \| | 8 8 \| | 7 12 \| | 9 5 \| | 7 10 \| |
| Katrasgarh ... | | | | | | |
| Serampur ... | | | | | | |
| Kurhurbaree ... | 9 3 \| | 7 12 \| | 8 8 \| | 7 12 \| | 9 3 \| | 7 10 \| |
| Domohani No. 2 ... | 9 5 \| | 7 12 \| | 8 10 \| | 7 12 \| | 9 5 \| | 7 10 \| |
| Chara ... | 8 10 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 10 \| | 7 1 \| |
| Toposi ... | 8 10 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 10 \| | 7 1 \| |
| Singaran ... | 8 10 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 10 \| | 7 1 \| |
| Ikrah ... | 8 10 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 10 \| | 7 1 \| |
| Jamuria ... | 8 12 \| | 7 3 \| | 7 14 \| | 7 3 \| | 8 12 \| | 7 1 \| |
| Barabani ... | 8 12 \| | 7 3 \| | 8 1 \| | 7 3 \| | 8 12 \| | 7 1 \| |
| Churulla ... | 8 12 \| | 7 3 \| | 8 1 \| | 7 3 \| | 8 12 \| | 7 1 \| |
| Gaurangdi ... | 8 12 \| | 7 5 \| | 8 1 \| | 7 5 \| | 8 12 \| | 7 3 \| |
| Rajhara ... | 10 7 \| | 8 14 \| | 9 12 \| | 8 14 \| | 10 7 \| | 8 14 \| |
| Rajhara Siding ... | 10 7 \| | 8 14 \| | 9 12 \| | 8 14 \| | 10 7 \| | 8 14 \| |
| Chandrapura ... | 9 3 \| | 7 10 \| | 8 8 \| | 7 12 \| | 9 3 \| | 7 10 \| |
| Bermo ... | 9 3 \| | 7 12 \| | 8 8 \| | 7 12 \| | 9 5 \| | 7 10 \| |
| Jarangdih Siding ... | 9 5 \| | 7 12 \| | 8 10 \| | 7 12 \| | 9 5 \| | 7 10 \| |
| Sarak ... | 9 7 \| | 8 1 \| | 8 12 \| | 8 1 \| | 9 7 \| | 7 14 \| |
| Barkakana ... | 9 10 \| | 8 1 \| | 8 14 \| | 8 1 \| | 9 10 \| | 7 14 \| |
| Ray ... | 9 12 \| | 8 5 \| | 9 1 \| | 8 5 \| | 9 12 \| | 8 3 \| |

| Station | Via Naihati, Santahar, Fulchhari and Mymensingh | | | | | |
|---------------------|-------------------------------------------------|-----------|-----------------|-----------|-------------------|-----------------|
| | Noakhali | Pahartali | Parashu- ram | Patiya | Peer Buksh Hat | Purba- dhala |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal ... | 8 1 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 1 \| | 7 1 \| |
| Ukhra ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Pandaveswar ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Darulah Siding ... | 8 3 \| | 8 8 \| | 8 5 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Samla No. 4 ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Palasthall ... | 8 5 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 5 \| | 7 3 \| |
| Panchra ... | 8 3 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 3 \| | 7 1 \| |
| Raniganj ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Raniganj Siding ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Raniganj Ghat ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Kalipahari ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Asansol ... | 8 3 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 3 \| | 7 1 \| |
| Dhadka ... | 8 3 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 3 \| | 7 1 \| |
| Jainti Siding ... | 8 8 \| | 8 14 \| | 8 10 \| | 9 1 \| | 8 8 \| | 7 5 \| |
| Karmatar ... | 8 8 \| | 8 12 \| | 8 8 \| | 8 14 \| | 8 8 \| | 7 5 \| |
| Sitarampur ... | 8 3 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 3 \| | 7 3 \| |
| Shamdih ... | 8 5 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 5 \| | 7 3 \| |
| Kulti ... | 8 5 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 5 \| | 7 3 \| |
| Barakar ... | 8 5 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 5 \| | 7 3 \| |
| Mugma ... | 8 5 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 5 \| | 7 3 \| |
| Mugma West ... | 8 5 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 5 \| | 7 3 \| |
| Kaloobathan ... | 8 5 \| | 8 12 \| | 8 8 \| | 8 14 \| | 8 5 \| | 7 3 \| |
| Dhanbad ... | 8 8 \| | 8 12 \| | 8 8 \| | 8 14 \| | 8 8 \| | 7 5 \| |
| Kusunda ... | 8 8 \| | 8 14 \| | 8 10 \| | 9 1 \| | 8 8 \| | 7 5 \| |
| Jherriah ... | | | | | | |
| Pathardihi ... | | | | | | |
| Katrasgarh ... | 8 12 \| | 9 1 \| | 8 12 \| | 9 3 \| | 8 12 \| | 7 10 \| |
| Serampur ... | | | | | | |
| Kurhurbaree ... | 8 12 \| | 9 1 \| | 8 12 \| | 9 3 \| | 8 12 \| | 7 10 \| |
| Domohani No. 2 ... | 8 12 \| | 9 1 \| | 8 14 \| | 9 3 \| | 8 12 \| | 7 10 \| |
| Chara ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Toposi ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Singaran ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Ikrah ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Jamuria ... | 8 3 \| | 8 8 \| | 8 3 \| | 8 10 \| | 8 3 \| | 7 1 \| |
| Barabani ... | 8 3 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 3 \| | 7 1 \| |
| Churulia ... | 8 3 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 3 \| | 7 1 \| |
| Gaurangdi ... | 8 5 \| | 8 10 \| | 8 5 \| | 8 12 \| | 8 5 \| | 7 3 \| |
| Rajhara ... | 9 14 \| | 10 5 \| | 10 0 \| | 10 7 \| | 9 14 \| | 8 12 \| |
| Rajhara Siding ... | 9 14 \| | 10 5 \| | 10 0 \| | 10 7 \| | 9 14 \| | 8 12 \| |
| Chandrapura ... | 8 10 \| | 9 1 \| | 8 12 \| | 9 3 \| | 8 10 \| | 7 10 \| |
| Bermo ... | 8 12 \| | 9 1 \| | 8 12 \| | 9 3 \| | 8 12 \| | 7 10 \| |
| Jarangdi Siding ... | 8 12 \| | 9 1 \| | 8 14 \| | 9 3 \| | 8 12 \| | 7 10 \| |
| Sarak ... | 9 1 \| | 9 5 \| | 9 1 \| | 9 7 \| | 9 1 \| | 7 14 \| |
| Barkakana ... | 9 1 \| | 9 5 \| | 9 3 \| | 9 7 \| | 9 1 \| | 7 14 \| |
| Ray ... | 9 5 \| | 9 10 \| | 9 5 \| | 9 12 \| | 9 5 \| | 8 3 \| |

For foot-note see page 353.

| Station | Via Naihati, Santahar, Fulchhari and Mymensingh | | | | | |
|---------------------|-------------------------------------------------|------------|--------------|-----------|--------------|-----------|
| | Sakarhat | Sarar Char | Sham-bhuganj | Shamganj | Shola-shahar | Sitakund |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal ... | 8 10 \| | 7 3 \| | 6 12 \| | 6 15 \| | 8 8 \| | 8 5 \| |
| Ukhra ... | 8 10 \| | 7 5 \| | 6 15 \| | 6 15 \| | 8 8 \| | 8 5 \| |
| Pandaveswar ... | 8 10 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 5 \| |
| Darulah Siding ... | 8 10 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 5 \| |
| Samia No. 4 ... | 8 10 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 5 \| |
| Palasthalli ... | 8 12 \| | 7 8 \| | 7 \| | 7 3 \| | 8 12 \| | 8 8 \| |
| Panchra ... | 8 12 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 8 \| |
| Raniganj ... | 8 10 \| | 7 3 \| | 6 15 \| | 6 15 \| | 8 8 \| | 8 5 \| |
| Raniganj Siding ... | 8 10 \| | 7 3 \| | 6 15 \| | 6 15 \| | 8 8 \| | 8 5 \| |
| Raniganj Ghat ... | 8 10 \| | 7 5 \| | 6 15 \| | 6 15 \| | 8 8 \| | 8 5 \| |
| Kalipahar ... | 8 10 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 5 \| |
| Asansol ... | 8 12 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 5 \| |
| Dhadka ... | 8 12 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 8 \| |
| Jainti Siding ... | 9 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 14 \| | 8 12 \| |
| Karmatar ... | 8 14 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 14 \| | 8 10 \| |
| Sitarampur ... | 8 12 \| | 7 5 \| | 7 \| | 7 \| | 8 10 \| | 8 8 \| |
| Shamdih ... | 8 12 \| | 7 8 \| | 7 \| | 7 3 \| | 8 10 \| | 8 8 \| |
| Kulti ... | 8 12 \| | 7 5 \| | 7 \| | 7 \| | 8 10 \| | 8 8 \| |
| Barakar ... | 8 12 \| | 7 8 \| | 7 \| | 7 \| | 8 10 \| | 8 8 \| |
| Mugma ... | 8 12 \| | 7 8 \| | 7 \| | 7 3 \| | 8 12 \| | 8 8 \| |
| Mugma West ... | 8 12 \| | 7 8 \| | 7 \| | 7 3 \| | 8 12 \| | 8 8 \| |
| Kaloobathan ... | 8 14 \| | 7 8 \| | 7 \| | 7 3 \| | 8 12 \| | 8 10 \| |
| Dhanbad ... | 8 14 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 14 \| | 8 10 \| |
| Kusunda ... | 9 \| | 7 10 \| | 7 3 \| | 7 5 \| | 8 14 \| | 8 10 \| |
| Jherriah ... | | | | | | |
| Pathardih ... | | | | | | |
| Katrasgarh ... | 9 3 \| | 7 14 \| | 7 8 \| | 7 10 \| | 9 3 \| | 8 14 \| |
| Serampur ... | | | | | | |
| Kurhurbaree ... | 9 3 \| | 7 14 \| | 7 8 \| | 7 10 \| | 9 3 \| | 8 14 \| |
| Domohani No. 2 ... | 9 3 \| | 7 14 \| | 7 8 \| | 7 10 \| | 9 3 \| | 8 14 \| |
| Chara ... | 8 10 \| | 7 5 \| | 6 15 \| | 7 \| | 8 8 \| | 8 5 \| |
| Toposi ... | 8 10 \| | 7 5 \| | 6 15 \| | 6 15 \| | 8 8 \| | 8 5 \| |
| Singaran ... | 8 10 \| | 7 5 \| | 6 15 \| | 6 15 \| | 8 8 \| | 8 5 \| |
| Ikrah ... | 8 10 \| | 7 5 \| | 6 15 \| | 7 \| | 8 8 \| | 8 5 \| |
| Jamuria ... | 8 10 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 5 \| |
| Barabani ... | 8 12 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 8 \| |
| Churulia ... | 8 12 \| | 7 5 \| | 6 15 \| | 7 \| | 8 10 \| | 8 8 \| |
| Gaurangdi ... | 8 12 \| | 7 5 \| | 7 \| | 7 \| | 8 10 \| | 8 8 \| |
| Rajhara ... | 10 7 \| | 9 \| | 8 10 \| | 8 12 \| | 10 5 \| | 10 3 \| |
| Rajhara Siding ... | 10 7 \| | 9 \| | 8 10 \| | 8 12 \| | 10 5 \| | 10 3 \| |
| Chandrapura ... | 9 3 \| | 7 12 \| | 7 8 \| | 7 8 \| | 9 \| | 8 14 \| |
| Bermo ... | 9 3 \| | 7 14 \| | 7 8 \| | 7 10 \| | 9 3 \| | 8 14 \| |
| Jarandih Siding ... | 9 3 \| | 7 14 \| | 7 8 \| | 7 10 \| | 9 3 \| | 8 14 \| |
| Sarak ... | 9 7 \| | 8 3 \| | 7 12 \| | 7 14 \| | 9 5 \| | 9 3 \| |
| Barkakana ... | 9 7 \| | 8 3 \| | 7 12 \| | 7 14 \| | 9 7 \| | 9 3 \| |
| Ray ... | 9 12 \| | 8 5 \| | 8 \| | 8 \| | 9 10 \| | 9 7 \| |

For foot-note see page 353.

| Station | Via Nalhati, Santahar, Fulchhari and Mymensingh | | | Via Nalhati, Santahar, Fulchhari and Tangi | |
|---------------------|-------------------------------------------------|------------|---------------|--------------------------------------------|------------|
| | Sonalmuri | Thakurkona | Thandakalbari | Jinardi | Narsinghdi |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal ... | 8 1 1 | 7 1 1 | 7 14 1 | 7 5 1 | 7 5 1 |
| Ukhra ... | 8 1 1 | 7 1 1 | 8 1 1 | 7 5 1 | 7 5 1 |
| Pandaveswar ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 5 1 | 7 8 1 |
| Darulah Siding ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 8 1 | 7 8 1 |
| Samla No. 4 ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 5 1 | 7 8 1 |
| Palasthali ... | 8 3 1 | 7 3 1 | 8 3 1 | 7 8 1 | 7 8 1 |
| Panchra ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 8 1 | 7 8 1 |
| Raniganj ... | 8 1 1 | 7 1 1 | 8 1 1 | 7 5 1 | 7 5 1 |
| Raniganj Siding ... | 8 1 1 | 7 1 1 | 8 1 1 | 7 5 1 | 7 5 1 |
| Raniganj Ghat ... | 8 1 1 | 7 1 1 | 8 1 1 | 7 5 1 | 7 5 1 |
| Kalipahari ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 5 1 | 7 8 1 |
| Asansol ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 8 1 | 7 8 1 |
| Dhadka ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 8 1 | 7 8 1 |
| Jainti Siding ... | 8 5 1 | 7 8 1 | 8 5 1 | 7 12 1 | 7 12 1 |
| Karmatar ... | 8 5 1 | 7 8 1 | 8 5 1 | 7 10 1 | 7 10 1 |
| Sitarampur ... | 8 3 1 | 7 3 1 | 8 1 1 | 7 8 1 | 7 8 1 |
| Shamdih ... | 8 3 1 | 7 3 1 | 8 3 1 | 7 8 1 | 7 8 1 |
| Kulti ... | 8 3 1 | 7 3 1 | 8 3 1 | 7 8 1 | 7 8 1 |
| Barakar ... | 8 3 1 | 7 3 1 | 8 3 1 | 7 8 1 | 7 8 1 |
| Mugma ... | 8 3 1 | 7 5 1 | 8 3 1 | 7 8 1 | 7 8 1 |
| Mugma West ... | 8 3 1 | 7 5 1 | 8 3 1 | 7 8 1 | 7 10 1 |
| Kaloobathan ... | 8 3 1 | 7 5 1 | 8 3 1 | 7 10 1 | 7 10 1 |
| Dhanbad ... | 8 5 1 | 7 8 1 | 8 5 1 | 7 10 1 | 7 12 1 |
| Kusunda ... | 8 5 1 | 7 8 1 | 8 5 1 | 7 12 1 | 7 12 1 |
| Jherriah ... | | | | | |
| Pathardihi ... | 8 10 1 | 7 12 1 | 8 10 1 | 7 14 1 | 7 14 1 |
| Katrasgarh ... | | | | | |
| Serampur ... | 8 10 1 | 7 12 1 | 8 10 1 | 7 14 1 | 7 14 1 |
| Kurhurbaree ... | 8 10 1 | 7 10 1 | 8 10 1 | 7 14 1 | 7 14 1 |
| Domohani No. 2 ... | 8 10 1 | 7 12 1 | 8 10 1 | 7 14 1 | 8 1 1 |
| Chara ... | 8 1 1 | 7 1 1 | 8 1 1 | 7 5 1 | 7 5 1 |
| Toposi ... | 8 1 1 | 7 1 1 | 8 1 1 | 7 5 1 | 7 5 1 |
| Singaran ... | 8 1 1 | 7 1 1 | 8 1 1 | 7 5 1 | 7 5 1 |
| Ikrah ... | 8 1 1 | 7 1 1 | 8 1 1 | 7 5 1 | 7 5 1 |
| Jamuria ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 5 1 | 7 8 1 |
| Barabani ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 8 1 | 7 8 1 |
| Churulia ... | 8 1 1 | 7 3 1 | 8 1 1 | 7 8 1 | 7 8 1 |
| Gaurangdi ... | 8 3 1 | 7 3 1 | 8 3 1 | 7 8 1 | 7 8 1 |
| Rajhara ... | 9 14 1 | 8 14 1 | 9 12 1 | 9 3 1 | 9 3 1 |
| Rajhara Siding ... | 9 12 1 | 8 14 1 | 9 12 1 | 9 3 1 | 9 3 1 |
| Chandrapura ... | 8 10 1 | 7 10 1 | 8 8 1 | 7 14 1 | 7 14 1 |
| Bermo ... | 8 10 1 | 7 12 1 | 8 10 1 | 7 14 1 | 8 1 1 |
| Jarandih Siding ... | 8 10 1 | 7 12 1 | 8 10 1 | 8 1 1 | 8 1 1 |
| Sarak ... | 8 14 1 | 7 14 1 | 8 14 1 | 8 3 1 | 8 3 1 |
| Barkakana ... | 8 14 1 | 8 1 1 | 8 14 1 | 8 3 1 | 8 5 1 |
| Ray ... | 9 3 1 | 8 3 1 | 9 3 1 | 8 8 1 | 8 8 1 |

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton, the ABR terminal charge of Re. 0-2-3 per ton and the transhipment charge of Re. 0-6-10 per ton at Santahar. These rates are not subject to the levy of surcharge.

Table of through rates per ton for Coal, Coke and Parent Fuel for the Public in full wagon loads, O. R., L, from the undermentioned colliery stations on the EIR to stations on the Surma Valley Section of the ABR, via Naihati, Santahar, Fulchhari and Mymensingh:—

| Stations | Ondal | Ukhra | Panda- veswar | Samla No. 4 | Darulah Siding | Patas- thali | Panchra | Raniganj | Raniganj Siding | Raniganj Ghat | Kali- pahari | Asansol | Dhadrka | Jalnet- Siding. |
|-----------------------|----------------|----------------|------------------|----------------|-------------------|-----------------|----------------|----------------|--------------------|------------------|-----------------|----------------|----------------|--------------------|
| Algepur ... | Rs. a. p. 8 10 | Rs. a. p. 8 10 | Rs. a. p. 8 10 | Rs. a. p. 8 10 | Rs. a. p. 8 10 | Rs. a. p. 8 12 | Rs. a. p. 8 12 | Rs. a. p. 8 10 | Rs. a. p. 8 10 | Rs. a. p. 8 10 | Rs. a. p. 8 10 | Rs. a. p. 8 10 | Rs. a. p. 8 10 | Rs. a. p. 9 1 |
| Amu Road ... | 7 14 | 7 14 | 8 10 | 8 1 | 8 1 | 8 1 | 8 12 | 7 14 | 8 10 | 8 10 | 8 1 | 8 10 | 8 1 | 8 5 |
| Anipur ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 14 |
| Badarpur ... | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 14 |
| Badarpur Ghat ... | 8 8 | 8 8 | 8 10 | 8 10 | 8 1 | 8 12 | 8 1 | 8 8 | 8 8 | 8 8 | 8 1 | 8 10 | 8 1 | 8 5 |
| Balla ... | 7 14 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 1 | 7 14 | 8 8 | 8 8 | 8 10 | 8 10 | 8 1 | 8 14 |
| Baraigram ... | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 12 | 8 10 | 8 8 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 10 |
| Baranahal ... | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 10 |
| Barlekha ... | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 8 | 8 5 | 8 5 | 8 5 | 8 8 | 8 5 | 8 5 | 8 5 | 8 14 |
| Bhangra ... | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 14 |
| Bhanugach ... | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 8 |
| Chandranathpur ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 1 |
| Charbola ... | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 5 |
| Chunar Ghat ... | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 7 14 | 8 14 | 8 14 | 7 14 | 8 1 | 8 5 | 8 10 |
| Dachinbhadra ... | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 8 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 10 |
| Danchra ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 10 |
| Dhanai Siding (a) ... | 9 0 | 8 9 | 8 9 | 8 9 | 8 2 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 7 |
| Dulacherra ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 14 |
| Eralgul ... | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 12 | 8 10 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 12 |
| Fenchuganj (a) ... | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 10 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 14 |
| Habiganj Bazar ... | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 5 |
| Haklandi ... | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 1 |
| Harashpur ... | 7 10 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 12 | 7 10 | 7 10 | 7 12 | 7 12 | 7 12 | 7 12 | 8 14 |
| Hilara ... | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 10 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 14 |
| Iskholo ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | 8 3 |
| Juri ... | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 10 |
| Kalailghat ... | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 12 | 8 10 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 14 |
| Karai Bazar ... | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 12 | 8 10 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 14 |
| Kariganj ... | 8 5 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 12 |

For foot-note see page 359.

Table of through rates per ton for Coal, Coke and Patent Fuel for the Public in full wagon loads, O. R., L., from the undermentioned colliery stations on the East Indian Railway to stations on the Surma Valley Section of the Assam-Bengal Railway.—(Contd.)

| Stations | Orndel | Ukhra | Panda- veswar | Samla No. 4 | Darulah Siding | Palas- thall | Panchra | Raniganj | Raniganj Siding | Raniganj Ghat | Kail- pahari | Asansol | Dhodka | Joint- Siding |
|----------------------|-----------------|------------------|------------------|------------------|-------------------|------------------|------------------|------------------|--------------------|------------------|------------------|------------------|------------------|------------------|
| Kachhal | Rs. a. p. 8 8 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 12 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 10 1 | Rs. a. p. 8 14 1 |
| Kachhal | 8 3 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 8 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 10 1 |
| Khowai | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 1 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 3 1 |
| Kulaura Jn. | 8 3 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 5 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 8 1 |
| Lalabazar | 8 10 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 14 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 9 1 1 |
| Lalaghat | 8 10 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 14 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 9 1 1 |
| Lalgai | 8 3 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 10 1 | 8 8 1 | 8 5 1 | 8 5 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 12 1 |
| Latu | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 8 1 | 8 8 1 | 8 12 1 |
| Lower Hafong | 8 12 1 | 8 14 1 | 8 14 1 | 8 14 1 | 8 14 1 | 9 1 1 | 8 14 1 | 8 14 1 | 8 14 1 | 8 14 1 | 8 14 1 | 8 14 1 | 8 14 1 | 9 3 1 |
| Malgong | 8 3 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 8 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 10 1 |
| Mantala | 7 10 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 14 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 8 8 1 |
| Manu | 8 1 1 | 8 1 1 | 8 1 1 | 8 3 1 | 8 3 1 | 8 5 1 | 8 3 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 8 1 |
| Masimpur | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 12 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 12 1 | 9 1 1 |
| Mogla Bazar | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 8 1 | 8 8 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 8 1 | 8 10 1 | 8 10 1 | 8 12 1 |
| Moncherra | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 12 1 | 8 14 1 | 8 12 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 12 1 | 8 12 1 | 9 1 1 |
| Nilambazar | 8 8 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 10 1 | 8 10 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 14 1 |
| Noyapara | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 14 1 | 7 14 1 | 8 3 1 |
| Panchgram | 8 8 1 | 8 8 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 10 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 14 1 |
| Patharkandi | 8 8 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 10 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 14 1 |
| Rasidpur | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 1 1 | 8 1 1 | 8 1 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 1 1 | 8 1 1 | 8 5 1 |
| Rasbari | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 14 1 |
| Salchapa | 8 8 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 14 1 |
| Satgaon | 7 14 1 | 7 14 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 3 1 | 8 1 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 5 1 |
| Satyajuri | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 1 1 | 8 1 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 5 1 |
| Shabazpur Siding (a) | 9 7 8 | 9 7 8 | 9 7 8 | 9 9 9 | 9 9 9 | 9 9 9 | 9 8 9 | 9 7 8 | 9 7 8 | 9 7 8 | 9 8 9 | 9 8 9 | 9 8 9 | 10 8 1 |
| Shahaji Bazar | 7 12 1 | 7 12 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 1 1 | 7 14 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 3 1 |
| Shaitaganj | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 1 1 | 7 14 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 3 1 |
| Shamshernagar | 8 1 1 | 8 1 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 8 1 |
| Silchar | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 12 1 | 8 10 1 | 8 10 1 | 8 10 1 | 8 12 1 | 8 12 1 | 8 12 1 | 9 1 1 |
| Srimangal | 7 14 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 3 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 5 1 |
| Surang | 7 12 1 | 7 14 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 1 1 | 7 14 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 14 1 | 7 14 1 | 7 14 1 | 8 3 1 |
| Sylhet Bazar | 8 5 1 | 8 5 1 | 8 5 1 | 8 8 1 | 8 8 1 | 8 10 1 | 8 8 1 | 8 5 1 | 8 5 1 | 8 5 1 | 8 8 1 | 8 8 1 | 8 8 1 | 8 12 1 |
| Telapara | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 14 1 | 7 14 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 7 12 1 | 8 3 1 |
| Tiligson | 8 1 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 5 1 | 8 3 1 | 8 1 1 | 8 1 1 | 8 1 1 | 8 3 1 | 8 3 1 | 8 3 1 | 8 8 1 |

For foot-note see page 359.

A. B. Ry.

Table of through rates per ton for Coal, Coke and Patent Fuel for the Public in full wagon loads, O. R., L., from the undermentioned colliery stations on the East Indian Railway to stations on the Surma Valley Section of the Assam-Bengal Railway.—(Contd.)

| Stations | Karma- tar | Sita- rampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloo- bathan | Dhan- bad | Jheriah, Kusunda, Pachardihi and Kas- ragarh | Seram- pur | Kurhur- baree | Dom- hani No. 2. | Chara |
|-------------------|---------------|-----------------|-----------|-----------|-----------|-----------|---------------|------------------|--------------|----------------------------------------------------------|---------------|------------------|------------------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Alapur | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Amu Road | 8 5 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 10 | 8 8 | 8 10 | 7 14 |
| Anipur | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Badarpur | 8 14 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 8 |
| Badarpur Ghat | 8 14 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 8 |
| Balla | 8 5 | 8 1 | 8 3 | 8 1 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 10 | 8 10 | 8 10 | 8 1 |
| Baraigram | 8 14 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 8 |
| Baramchal | 8 8 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 8 | 8 8 | 8 10 | 8 10 | 8 12 | 8 12 | 8 14 | 8 3 |
| Barlekha | 8 10 | 8 5 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 14 | 8 14 | 8 14 | 8 5 |
| Bhanga | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 14 | 9 1 | 9 1 | 9 1 | 8 8 |
| Bhanugach | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 8 | 8 10 | 8 10 | 8 10 | 8 1 |
| Chandranathpur | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Chargola | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 9 1 | 9 1 | 9 1 | 8 8 |
| Chunar Ghat | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 8 | 8 8 | 8 10 | 7 14 |
| Dakshinbhad | 8 10 | 8 5 | 8 8 | 8 5 | 8 5 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 14 | 8 14 | 8 14 | 8 5 |
| Damchara | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 1 | 9 3 | 9 3 | 9 5 | 8 10 |
| Dhamai Siding (a) | 9 7 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 11 | 8 11 | 8 11 | 8 2 |
| Dullabcheria | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 1 | 9 3 | 9 3 | 9 5 | 8 10 |
| Eralguli | 8 14 | 8 10 | 8 12 | 8 12 | 8 10 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Fenchuganj (a) | 8 12 | 8 7 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 9 0 | 9 0 | 9 0 | 4 8 |
| Habiganj Bazar | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 8 | 8 8 | 8 10 | 7 14 |
| Halakandi | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 1 | 9 3 | 9 3 | 9 5 | 8 10 |
| Harashpur | 8 1 | 7 12 | 7 14 | 7 12 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 5 | 8 5 | 8 5 | 7 12 |
| Hilara | 8 14 | 8 10 | 8 12 | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Itakhola | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 3 | 8 5 | 8 5 | 8 5 | 7 12 |
| Juri | 8 10 | 8 5 | 8 5 | 8 5 | 8 5 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 14 | 8 12 | 8 14 | 8 3 |
| Kalkaighat | 8 14 | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Kanai Bazar | 8 14 | 8 10 | 8 12 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Karimganj | 8 12 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 9 1 | 9 1 | 9 1 | 8 8 |
| Katakhal | 8 14 | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Kathalali | 8 10 | 8 5 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 14 | 8 14 | 8 14 | 8 5 |

For footnote see page 359.

Table-of through rates per ton for Coal, Coke and Patent Fuel for the Public in full wagon loads, O. R. L. from the undermen-
tioned Colliery stations on the EIR to stations on the Surma Valley Section of the ABR.—(Contd.)

| Stations | Karma- tar | Sita- rampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloo- bathan | Dhan- bad | Jheriah, Kusunda, Pathardih and Ket- rasgarh | Seram- pur | Kurhur- baree | Domo- hani No. 2. | Chara |
|----------------------|---------------|-----------------|-----------|-----------|-----------|-----------|---------------|------------------|--------------|----------------------------------------------------------|---------------|------------------|-------------------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Khawal | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 8 | 8 8 | 8 8 | 7 14 |
| Kulaura Jn. | 8 8 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 8 | 8 8 | 8 12 | 8 12 | 8 12 | 8 3 |
| Lalabazar | 9 1 | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 1 | 9 1 | 9 5 | 9 5 | 9 5 | 8 12 |
| Lahaghat | 9 1 | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 1 | 9 1 | 9 5 | 9 5 | 9 5 | 8 12 |
| Lungal | 8 12 | 8 8 | 8 10 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 |
| Latu | 8 10 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 |
| Lower Haflong | 9 3 | 9 1 | 9 1 | 9 1 | 9 1 | 9 1 | 9 1 | 9 1 | 9 3 | 9 3 | 9 7 | 9 7 | 9 7 | 8 14 |
| Mallgaon | 8 10 | 8 5 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 14 | 8 14 | 8 14 | 8 5 |
| Mantala | 8 1 | 7 12 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 5 | 8 5 | 8 5 | 7 12 |
| Manu | 8 8 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 8 | 8 8 | 8 12 | 8 12 | 8 12 | 8 3 |
| Masimpur | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 1 | 9 3 | 9 3 | 9 3 | 8 10 |
| Mogla Bazar | 8 10 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 12 | 8 14 | 8 14 | 8 14 | 8 5 |
| Monacherra | 9 1 | 8 12 | 8 14 | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 9 1 | 9 1 | 9 5 | 9 5 | 9 5 | 8 12 |
| Nitambazar | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 |
| Noyapara | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 3 | 8 5 | 8 5 | 8 5 | 7 12 |
| Panchgram | 8 14 | 8 10 | 8 12 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Patharkandi | 8 14 | 8 10 | 8 12 | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Rasidpur | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 5 | 8 8 | 8 8 | 8 8 | 7 14 |
| Ratabari | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 3 | 8 10 |
| Salchakra | 8 5 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 5 | 8 5 | 8 10 | 8 10 | 8 10 | 7 14 |
| Satgaon | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 3 | 8 8 | 8 8 | 8 8 | 7 14 |
| Satisajuri | 8 3 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 3 | 8 8 | 8 8 | 8 8 | 7 14 |
| Shabazpur Siding (a) | 9 11 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 9 11 | 9 14 | 10 0 | 10 0 | 10 2 | 8 9 |
| Shahaji Bazar | 8 3 | 7 14 | 8 1 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 8 | 8 8 | 8 8 | 7 14 |
| Shalstaganj | 8 3 | 7 12 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 8 | 8 8 | 8 8 | 7 14 |
| Shamshernagar | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 1 |
| Silchar | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 9 1 | 9 3 | 9 3 | 9 3 | 8 10 |
| Srimangal | 8 5 | 8 1 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 10 | 8 10 | 8 10 | 8 1 |
| Surang | 8 3 | 7 14 | 8 1 | 7 14 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 8 | 8 8 | 8 8 | 7 14 |
| Sylhet Bazar | 8 12 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 12 | 8 12 | 9 1 | 9 1 | 9 1 | 8 5 |
| Tellapara | 8 1 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 8 5 | 8 5 | 8 5 | 7 12 |
| Tilgaon | 8 8 | 8 3 | 8 5 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 8 | 8 8 | 8 12 | 8 12 | 8 12 | 8 3 |

For foot-note see page 359

A. B. Ry.

Table of through rates per ton for Coal, Coke and Patent Fuel for the Public in full wagon loads, O. R. L.; from the undermentioned Colliery stations on the FIR to stations on the Surma Valley Section of the ABR,—(Contd.)

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Rajhara | Rajhara Siding | Chandrapura | Bermo | Jarangdih Siding | Sarak | Barkakana | Ray |
|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-------------|-----------|------------------|-----------|-----------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Algepur | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 10 7 | 10 7 | 9 3 | 9 3 | 9 3 | 9 7 | 9 7 | 9 12 |
| Amu Road | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 8 1 | 9 12 | 9 12 | 8 8 | 8 10 | 8 10 | 8 12 | 8 14 | 9 1 |
| Anipur | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 10 7 | 10 7 | 9 3 | 9 3 | 9 3 | 9 7 | 9 7 | 9 12 |
| Badarpur | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 5 | 9 7 | 9 10 |
| Badarpur Ghat | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 5 | 9 7 | 9 10 |
| Balla | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 9 12 | 9 12 | 8 8 | 8 10 | 8 10 | 8 14 | 8 14 | 9 1 |
| Baraigram | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 5 | 9 7 | 9 10 |
| Baraichal | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 10 0 | 10 0 | 8 12 | 8 14 | 8 14 | 9 1 | 9 3 | 9 5 |
| Barlekha | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 8 | 10 0 | 10 0 | 8 12 | 8 14 | 8 14 | 9 3 | 9 5 | 9 7 |
| Bhanga | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 1 | 9 1 | 9 5 | 9 5 | 9 10 |
| Bhanugach | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 3 | 9 14 | 9 14 | 8 10 | 8 10 | 8 10 | 8 14 | 8 14 | 9 3 |
| Chandranathpur | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 10 7 | 10 7 | 9 3 | 9 3 | 9 3 | 9 7 | 9 7 | 9 12 |
| Chargola | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 10 3 | 10 3 | 9 1 | 9 1 | 9 1 | 9 5 | 9 5 | 9 10 |
| Chunar Ghat | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 9 12 | 9 12 | 8 8 | 8 8 | 8 10 | 8 12 | 8 14 | 9 1 |
| Dakshinbhadra | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 10 0 | 10 0 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 5 |
| Damchara | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 10 7 | 10 7 | 9 3 | 9 3 | 9 3 | 9 7 | 9 10 | 9 12 |
| Dhamai Siding (a) | 9 0 | 9 0 | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 8 10 | 8 10 | 8 9 | 8 9 | 8 9 | 8 10 | 8 10 | 9 2 |
| Dullabcherra | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 10 7 | 10 7 | 9 3 | 9 3 | 9 3 | 9 7 | 9 10 | 9 12 |
| Erailgul | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 7 | 9 7 | 9 10 |
| Fenchuganj (a) | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 10 2 | 10 2 | 4 | 4 | 4 | 4 | 4 | 4 |
| Habiganj Bazar | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 9 12 | 9 12 | 8 8 | 8 8 | 8 10 | 8 12 | 8 14 | 9 1 |
| Hailakandi | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 10 7 | 10 7 | 9 3 | 9 3 | 9 3 | 9 7 | 9 10 | 9 12 |
| Harashpur | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 9 7 | 9 7 | 8 3 | 8 5 | 8 5 | 8 10 | 8 10 | 8 12 |
| Hilara | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 7 | 9 7 | 9 10 |
| Itakhola | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 9 10 | 9 10 | 8 5 | 8 5 | 8 5 | 8 10 | 8 10 | 8 14 |
| Juri | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 10 0 | 10 0 | 8 12 | 8 14 | 8 14 | 9 1 | 9 3 | 9 5 |
| Kalkalghat | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 7 | 9 7 | 9 12 |
| Kanai Bazar | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 7 | 9 7 | 9 10 |
| Karimganj | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 10 3 | 10 3 | 8 14 | 9 1 | 9 1 | 9 5 | 9 5 | 9 10 |
| Katakhal | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 7 | 9 7 | 9 12 |
| Kathali | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 8 | 10 0 | 10 0 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 7 |

For foot-note see page 359.

Table of through rates per ton for Coal, Coke and Patent Fuel for the Public in full wagon loads, O. R., L., from the undermentioned colliery stations on the E. J. Railway to stations on the Surma Valley Section of the A. B. Railway.—(Concl.)

| Stations | Toposi | Singra- ran | Ikrah | Jamtu- ria | Bara- bani | Churu- lla | Gau- rangdi | Rajhara | Rajhara Siding | Chandra- pura | Bermo | Jarangi Siding | Sarak | Barka- kana | Ray |
|------------------|-----------|----------------|-----------|---------------|---------------|---------------|----------------|-----------|-------------------|------------------|-----------|-------------------|-----------|----------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Khowai | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 9 10 | 9 10 | 8 8 | 8 8 | 8 8 | 8 12 | 8 12 | 9 1 |
| Kulaura Jn. | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 9 14 | 9 14 | 8 12 | 8 12 | 8 12 | 9 1 | 9 1 | 9 5 |
| Lalabazar | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 10 7 | 10 7 | 9 3 | 9 5 | 9 5 | 9 10 | 9 10 | 9 14 |
| Lalaghat | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 10 7 | 10 7 | 9 3 | 9 5 | 9 5 | 9 10 | 9 10 | 9 14 |
| Lalgai | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 10 3 | 10 3 | 8 14 | 8 14 | 9 1 | 9 5 | 9 5 | 9 7 |
| Latu | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 8 | 10 3 | 10 3 | 8 14 | 8 14 | 9 1 | 9 3 | 9 5 | 9 7 |
| Lower Hafiong | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 1 | 10 10 | 10 10 | 9 7 | 9 7 | 9 12 | 9 12 | 9 12 | 10 0 |
| Majgaon | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 8 | 10 0 | 10 0 | 8 12 | 8 14 | 8 14 | 9 3 | 9 3 | 9 7 |
| Mantala | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 9 7 | 9 7 | 8 3 | 8 5 | 8 5 | 8 10 | 8 10 | 8 14 |
| Manu | 8 1 | 8 1 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 9 14 | 9 14 | 8 10 | 8 12 | 8 12 | 9 1 | 9 1 | 9 3 |
| Masimpur | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 10 7 | 10 7 | 9 3 | 9 3 | 9 3 | 9 7 | 9 7 | 9 12 |
| Mogla Bazar | 8 5 | 8 5 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 10 3 | 10 3 | 8 14 | 8 14 | 8 14 | 9 3 | 9 3 | 9 7 |
| Monacherra | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 10 7 | 10 7 | 9 3 | 9 5 | 9 5 | 9 10 | 9 10 | 9 12 |
| Nilambazar | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 1 | 9 1 | 9 5 | 9 5 | 9 10 |
| Noyapara | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 9 10 | 9 10 | 8 5 | 8 5 | 8 8 | 8 10 | 8 12 | 8 14 |
| Panchgram | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 7 | 9 7 | 9 10 |
| Patharkandi | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 7 | 9 7 | 9 10 |
| Rasidpur | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 9 12 | 9 12 | 8 8 | 8 8 | 8 10 | 8 12 | 8 12 | 9 1 |
| Ratabari | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 10 7 | 10 7 | 9 3 | 9 3 | 9 3 | 9 7 | 9 7 | 9 12 |
| Salchapa | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 10 5 | 10 5 | 9 1 | 9 3 | 9 3 | 9 7 | 9 7 | 9 12 |
| Satgaon | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 9 12 | 9 12 | 8 8 | 8 10 | 8 10 | 8 12 | 8 12 | 9 1 |
| Satyajuri | 7 14 | 7 14 | 7 14 | 7 14 | 8 1 | 8 1 | 8 1 | 9 12 | 9 12 | 8 8 | 8 8 | 8 8 | 8 12 | 8 12 | 9 1 |
| Shabazpur | 9 7 | 9 7 | 9 7 | 9 7 | 9 8 | 9 8 | 9 8 | 11 4 | 11 4 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 |
| Shabazpur Siding | 9 7 | 9 7 | 9 7 | 9 7 | 9 8 | 9 8 | 9 8 | 11 4 | 11 4 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 |
| (a) | | | | | | | | | | | | | | | |
| Shahaji Bazar | 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 9 10 | 9 10 | 8 5 | 8 8 | 8 8 | 8 12 | 8 12 | 8 14 |
| Shatabganj | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 9 10 | 9 10 | 8 5 | 8 8 | 8 8 | 8 12 | 8 12 | 9 1 |
| Shamshernagar | 8 1 | 8 1 | 8 1 | 8 3 | 8 3 | 8 3 | 8 3 | 9 14 | 9 14 | 8 10 | 8 12 | 8 12 | 8 14 | 8 14 | 9 3 |
| Shichar | 8 10 | 8 10 | 8 10 | 8 10 | 8 12 | 8 12 | 8 12 | 10 7 | 10 7 | 9 3 | 9 3 | 9 5 | 9 7 | 9 10 | 9 12 |
| Srimangal | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 3 | 9 12 | 9 12 | 8 8 | 8 10 | 8 10 | 8 14 | 8 14 | 9 3 |
| Satang | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 9 10 | 9 10 | 8 5 | 8 8 | 8 8 | 8 12 | 8 12 | 8 14 |
| Sylhet Bazar | 8 5 | 8 5 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 10 3 | 10 3 | 8 14 | 9 1 | 9 1 | 9 3 | 9 5 | 9 7 |
| Telapara | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 9 10 | 9 10 | 8 5 | 8 5 | 8 5 | 8 10 | 8 10 | 8 14 |
| Tilgaon | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 9 14 | 9 14 | 8 10 | 8 12 | 8 12 | 9 1 | 9 1 | 9 3 |

(a) Rates quoted to these stations include the necessary siding charge.

NOTE.—These rates include the E. J. Ry. terminal charge of Re. 0-4-0 per ton, the A.B.Ry. terminal charge of Re. 0-2-3 per ton and a transshipment charge of Re. 0-6-10 per ton at Santahar. No surcharge will be levied to these rates till March 31, 1939.

EASTERN BENGAL RAILWAY.**Eastern Bengal Railway (including Khulna-Bagerhat Railway, &c.)**

1. Coal, Coke and Patent Fuel—Basis for charge.—The scale of rates for charge on Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways is the same as on the East Indian Railway.

2. At Railway Risk.—Railway Risk rates are 20 per cent higher than the rates at Owner's Risk.

3. Surcharge on Coal, Coke and Patent Fuel.—(i) A surcharge of 12½ per cent of the total freight charges inclusive of terminals, transshipment, ferry and other extra charges due, subject to a maximum rate of Re. 1 per ton on the weight for charge of the consignment is levied on all Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways booked from stations situated on the East Indian and Bengal Nagpur Railways and lines worked by these Railways subject to the following exception:—

Soft coke, which is unsuitable for metallurgical purposes, is exempted from this surcharge and continue to be charged as at present.

The method of calculating the 12½ per cent surcharge is the same as notified in paragraph 10 (c), page 29 of this Tariff.

N. B.—In case of coal, coke (except soft coke), patent fuel and coke breeze, booked from stations on E. I. and B. N. Railways to sidings on E. B. Railway, the surcharge will be levied on the total invoiced charges including the siding charges. The surcharge will not be levied on shunting charges, siding charges, haulage charges, etc., in cases where these are not invoiced but are collected and accounted for locally at the station concerned.

(ii) A surcharge cess of Re. 0-2-0 per ton is levied on soft coke originating at the collieries in the provinces of Bengal, Bihar and Orissa, served by the E. I. and B. N. Railways as notified in paragraph 9, page 27 of this Tariff.

4. Minimum distance for charge.—The minimum distance for charge is 10 miles in local booking and also in through booking with Railways which have not adopted the same scale.

5. Charge for consignments of less than a wagon load.—These consignments are charged for as a full wagon load unless the coal is bagged, in which case it will be charged at 9 pies per ton per mile on actual weight (subject to the rule that the charge for the lesser weight shall not exceed the charge for the greater weight) and will be carried at owner's risk. At Railway risk the rate is 10 pies per ton per mile.

(a) **Charge on consignments of more than one wagon.**—In cases where consignments consist of more than one wagon, charge is made on actual weights, subject to the aggregate minimum charge laid down for the class of wagons supplied.

6. Coal, Coke and Patent Fuel for the Mymensingh Bhairab Bazar Railway.—Coal, coke and patent fuel for the Mymensingh Bhairab Bazar Railway, will be carried over the Eastern Bengal Railway at the same rates as applicable to public traffic.

(a) **Coal for the Dacca Section** will be charged both over the Eastern Bengal Railway and the Indian General Navigation and Railway Company's Goalundo-Narayanganj Steamer Service, at the rate of 0·09 pie per maund per mile.

E. B. Ry.

7. **Coal for the Home Line.**—The rate for Eastern Bengal Railway coal, when carried for the Home Line, whether for construction, working or maintenance, will be charged at 0·09 pie per maund per mile.

8. The Khulna-Bagerhat Railway (Narrow gauge) is connected with the Eastern Bengal Railway by means of ferry service over the Rupsa River between Khulna Station on the Eastern Bengal Railway and Rupsa East Station on the Khulna Bagerhat Railway. Khulna is the junction with the Eastern Bengal Railway is through booking.

Coal, coke and patent fuel are charged over the Khulna-Bagerhat Railway at the same scale of rates and under the same conditions as obtained over the Eastern Bengal Railway. The following transhipment and ferry charges are levied in addition to the through mileage rates for coal :—

| | | | | Per ton. |
|-----------------------------------------------------------------|----|----|----|-----------|
| | | | | Rs. a. p. |
| Transhipment charge at Khulna due to the Eastern Bengal Railway | .. | .. | .. | 0 6 10 |
| Transhipment charge at Rupsa East | .. | .. | .. | 0 6 10 |
| Ferry charge | .. | .. | .. | 1 11 3 |

The following are the distances for charge from Rupsa East to the undermentioned stations on the Khulna-Bagerhat Railway :—

| Station. | | | | | | Distance from Rupsa East. |
|------------|----|----|----|----|----|------------------------------|
| | | | | | | Miles. |
| Rupsa East | .. | .. | .. | .. | .. | .... |
| Bahirdia | .. | .. | .. | .. | .. | 6 |
| Mulghar | .. | .. | .. | .. | .. | 9 |
| Jatrapur | .. | .. | .. | .. | .. | 14 |
| Bagerhat | .. | .. | .. | .. | .. | 20 |

9 (a). **Rate for Ashes.**—Ashes (includes cinders) is charged over the Eastern Bengal Railway at the same rate as for soft coke.

(b). **Rate for Charcoal.**—Charcoal is charged at C/O Schedule rate O. R., W/200, L., over the Eastern Bengal Railway. The following are the special rates for charcoal, O. R., W/200, L. :—

| From | To | | | Rate per maund. |
|--------------|----|----|-------------|-----------------|
| | | | | Rs. a. p. |
| Siliguri | .. | .. | Via Naihati | 0 5 6 |
| Via Siliguri | .. | .. | Ditto | 0 5 3* |

*A transhipment charge of Rs. 2-0-0 per four-wheeled wagon and Rs. 4-0-0 per bogie wagon will be levied in addition and divided equally between the D. H. and E. B. Railways.

(c). **Coke Breeze** is charged over the Eastern Bengal Railway at the same rate as for Hard coke.

(d). **Charges on mixed consignments of soft coke and hard coke or of Soft Coke and Coal.**—The surcharge cess of Re. 0-2-0 per ton as also the surcharge of 12½ per cent of the total freight charges at the existing rates subject to a maximum rate of Re. 1 per ton on the weight for charge of the consignment must be levied on all mixed consignments of soft coke and hard coke or of soft coke and coal loaded in the same wagon on the total weight of the consignment on which freight at the existing rate is calculated for the same wagon.

E. B. Ry.

10. **Ferry, Transhipment and Ghat charges.**—The following ferry, transhipment and ghat charges on the Eastern Bengal Railway are to be added to the mileage rates for coal, coke and patent fuel booked *via* the undermentioned points :—

| | | | Per ton. |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|-------------------|
| | | | Rs. a. p. |
| Ferry and transhipment charges between Lalgola | | | |
| Ghat and Godagari | .. | .. | 0 11 4 |
| Transhipment charge at Santahar | .. | .. | 0 6 10 |
| Ditto Parbatipur | .. | .. | 0 6 10 |
| Ditto Amnura | .. | .. | 0 6 10 |
| Ditto Santipur | .. | .. | 0 6 10 |
| Ditto Krishnagar City | .. | .. | 0 6 10 |
| Ditto Manihari Ghat | .. | .. | 0 4 7 |
| Ditto Jessore † | .. | .. | 0 6 10 |
| Ditto Siliguri † | .. | .. | 0 6 10 |
| Ditto Kishanganj † | .. | .. | 0 6 10 |
| Ditto Baraset | .. | .. | 0 4 7 |
| Ditto Goalundo | .. | .. | 0 6 10 |
| Ditto Majherat | .. | .. | 0 6 10 |
| Ditto Khulna (1) for Khulna-Bagerhat, Railway and (2) for the Steamer Services and <i>via</i> | .. | .. | 0 6 10 |
| Ditto Lalgola Ghat for traffic to stations on the Rajshahi and Malda Services | .. | .. | 0 6 10 |
| Ditto Narayanganj | .. | .. | 0 6 10 |
| Ditto Jagannathganj | .. | .. | 0 6 10 |
| Ditto Amingaon for traffic to stations on the Steamer Services and <i>via</i> | .. | .. | 0 6 10 |
| Ditto Dhubri Ghat | .. | .. | 0 6 10 |
| Ditto Sirajganj Ghat for traffic to stations for the Assam service and <i>via</i> | .. | .. | 0 6 10 |
| Ditto Rangapara North* | .. | .. | 0 0, 3 per maund. |
| | | | Per ton. |
| | | | Rs. a. p. |
| Ghat charge at Amingaon for traffic to stations on the Steamer Services and <i>via</i> | .. | .. | 1 11 3 |
| Ditto Dhubri Ghat | .. | .. | 3 6 5 |
| Ditto Goalundo for traffic to stations on the Padma Services including the Dacca-Serajdikhan Feeder Service, and the Dhaleswary Service as well as the Assam Despatch Service for stations above Jagannathganj | .. | .. | 3 6 5 |

These charges are levied in addition to the transhipment charges. These charges must be shown separately on the invoices and credited to the E. B. Ry.

The above charges, except those at Jessore, Siliguri, Kishanganj and Rangapara North are to be credited to the Eastern Bengal Railway and are exclusive of the extra charges that may be levied at these points by the Foreign Railways or by the Steamer Companies concerned.

* The transhipment charges of 3 pies per maund at Rangapara North is divided equally between the Eastern Bengal and the Tezpur Balipara Railways.

† The transhipment charge of Re. 0-6-10 per ton at Siliguri or Kishanganj is levied jointly by the Eastern Bengal and the Darjeeling-Himalayan Railways and is divided equally between the two Railways.

‡ The transhipment charge of Re. 0-6-10 per ton at Jessore is divided equally between the Eastern Bengal Railway and the Jessore-Jhenidah Railway. This charge must be shown separately on the Invoices and Railway Receipts.

The ferry charges over the Fulchhari-Bahadurabad and Amingaon-Pandu ferries are calculated at the coal rates on the ferry mileages of 12 and 2 miles respectively and are included in the distances shown in this Tariff.

The ferry mileage of 12 miles over the Lalgola-Godagari Ferry is not included in the distances shown in this Tariff.

11. Terminal charge.—A terminal charge of two annas (Re. 0-2-0) per ton is levied at the receiving end only on coal, coke and patent fuel for the public booked to stations on the Eastern Bengal Railway and the branch lines worked by it, including the Khulna-Bagerhat Railway but excepting the traffic booked to Goalundo Local stations.

This terminal charge is not levied on traffic to stations on the Steamer Services booked *via* the Eastern Bengal Railway.

(a) A terminal charge of Re. 0-4-6 per ton is levied on coal, coke and patent fuel booked to the E. B. Railway Calcutta stations, *via*, Calcutta, Chitpur, Ultadanga and Cossipore Road (EB).

(b) **Terminal charge on Coal, Coke and Patent Fuel booked to Goalundo, Goalundo Ghewar Bazar.**—A terminal charge of Re. 0-3-0 per ton is levied on coal, coke and patent fuel for the public booked to Goalundo and Goalundo Ghewar Bazar except those for the India General Navigation and Railway and the Rivers Steam Navigation Companies. On coal, coke and patent fuel for the India General Navigation and Railway and the Rivers Steam Navigation Companies booked to these stations a terminal charge of Re. 0-2-0 per ton is levied.

12. Loading and Unloading charge.—Coal, coke and patent fuel whether carried in bags or in bulk, are to be loaded and unloaded by senders and consignees. If the Railway staff perform the work of loading or unloading, an extra charge of Re. 0-9-1 per ton will be made every time the handling is done.

13. Carriage of Coal, Coke and Patent Fuel *via* Transhipping Points.—Coal, coke and patent fuel tendered for despatch in bulk to stations on the Eastern Bengal Railway are accepted at owner's risk only in cases where transshipment is involved *en route*, Risk Note Forms A and B being executed.

There are wagon ferries at Lalgola Ghat-Godagari, Fulchhari-Bahadurabad and Amingaon-Pandu, and there is a break of gauge at Santahar, at Amnura and at Parbatipur.

14. Booking of Coal to Chitpur.—The booking of coal, coke and patent fuel to Chitpur is stopped and these commodities are not accepted for delivery at Chitpur. Special coal delivery sidings have been provided at Ultadanga, which takes off from the Upper Chitpur Yard and coal intended for retail delivery in the area hitherto served by Chitpur should be consigned to Ultadanga which serves the same area. Coal when consigned for the use of E. B. Railway and booked to—

- (1) Locomotive Foreman, E. B. Railway at Locomotive Lines, Chitpur,
- (2) Electric Light Inspector at E. B. Railway Electric Power House Jetty Line, Chitpur,

should also be invoiced and booked to Ultadanga. Arrangements will be made by District Traffic Superintendent, Chitpur, to place the wagons for these officials to the Locomotive lines, Chitpur and the Jetty lines, Chitpur, respectively.

Booking of Loco. coal to the Loco. Foreman, Narculdanga. Loco. coal consigned to the Loco. Foreman, Narculdanga, should be booked to Calcutta (Sealdah).

15. Coal Depot-holder at Ballygunge.—The following is a list of Coal Depot-holder at Ballygunge, together with the numbers of plots held by each held :—

| Name of Depot-holder. | Depot Nos. |
|----------------------------------|------------|
| Messrs. B. N. Mondal & Co. | 1, 2 & 13 |

E. B. Ry.

16 (A). **Minimum weight for charge for Coal and Coke loaded in E. B. Railway Open trucks.**—The minimum weight for charge for coal and coke loaded in the undermentioned open trucks of the E. B. Railway are as shown below :—

| Types. | Number of wagons. | Minimum for coal. | Minimum for coke. | Remarks. |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------------|----------|
| | Item I. | Tons. | Tons. | |
| | 2409, 2415, 2439 and 2440 | 11½ | 7½ | |
| | 9476 | 11½ | 7½ | |
| | 7232, 9007, 9026, 9037, 9176 to 9178, 9180 9181, 9183, 9184, 9186, 9188, 9190 to 9201, 9204 to 9211, 9213, 9214, 9216 to 9230, 9232 to 9240, 9242 to 9275, 9384, 9385, 9387, 9390, 9392, 9394, 9397, 9398, 9401, 9402, 9404, 9406, 9411 to 9422, 9424 to 9227, 9429 to 9433, 9435, 9437 to 9442, 9444, 9445, 9446, 9448, 9449, 9451 to 9458, 9460, 9461, 9463 to 9467, 9469, 9470, 9481 to 9483, 9485, 9536, 9537 and 9538 | 13 | 8½ | |
| | 9066 to 9175 | 14½ | 9½ | |
| | 3781, 3782, 3784 to 3787, 3789 to 3796, 3798 to 3810, 3783 | 14½ | 9½ | |
| | 3501 to 3504, 3506 to 3513, 3515 to 3518 3520 to 3525, 3527 to 3531, 3533, 3537 to 3542, 3544 to 3550, 3552 to 3554, 3556 to 3562, 3565 to 3600, 3603 to 3616, 3618 to 3652, 3654 to 3658, 3660 to 3668, 3670 to 3674, 3676 to 3678, 3680 to 3688, 3690 to 3691, 3693 to 3697, 3699, 3752 to 3759, 3761 to 3769, 3771 to 3773, 3775 to 3780 9530 | 15 11½ | 10 7½ | |
| | 9006, 9179, 9182, 9185, 9189, 9202, 9203, 9212, 9215, 9231, 9241, 9423, 9428, 9434, 9436, 9443, 9447, 9450, 9459, 9462 and 9468 | 19½ | 14 | |
| | 2388, 2407, 2417, 2422, 2423, 2434, 2442, 2444, 2447, 2449, 2452, 2455, 2457, 2460, 2464 to 2467, 2472 to 2476, 2482, 2486, 2487, 2493 and 2494 | 14½ | 9½ | |
| | 3959 | 15 | 10 | |

(B). The minimum weight for charge for coke loaded in E. B. Railway covered wagon No. 6545 (24 tons) is 15½ tons.

17. **Wagons unsuitable for Coal traffic.**—The undernoted E. B. Railway wagons are unsuitable for coal traffic and should not be used :—

NUMBER OF WAGONS.

2468, 2470, 3555, 3563, 3564, 3767, 3760, 2382 to 2387, 2389 to 2391, 2393, 2394, 2396 to 2406, 2408 to 2415, 2418 to 2421, 2424, 2425, 2427 to 2433, 2435 to 2441, 2446 2450, 2451, 2454, 2456, 2458, 2459, 2461, 2483 to 2485, 2489, 2491, 2492, 2495, and 2496.

E. B. Ry.

18. **Booking of Coal to Cossipore Road (EB)**—Cossipore Road (EB) is closed for the booking of coal traffic except for the following :—

- (i) **Suraj Jute Press Siding.**—Consignments should be booked and invoiced to Suraj Jute Press Siding *via* Cossipore Road. Rates to Cossipore Road (EB) is charged, plus a siding charge of 10 pies per ton.
- (ii) **Calcutta Electric Supply Corporation Siding.**—This siding leads to the Calcutta Electric Supply Corporation premises and connects at Cossipore Road. An extra charge of 10 pies per ton is levied in addition to the rates to Cossipore Road (EB)
- (iii) **Gun Foundry Siding.**—An additional charge of Rs. 5-0-0 per loaded vehicle is levied in addition to the rates to Cossipore Road (EB)
- (iv) **Calcutta Corporation and its contractors on account of Tala Pumping Station.**—Consignments should be booked to Cossipore Road (E. B.) No extra charge is levied.
- (v) **New Jheel Press Siding.**—On Coal booked to this siding, a siding charge of 10 pies per ton as for one mile must be levied in addition to the rate to Cossipore Road (E. B.)

(a) **Booking of Coal to Messrs. Ralli Brothers' Press at Cossipore Road (EB)**—Coal for Messrs. Ralli Brothers' Press at Cossipore Road (EB) should be booked to Cossipore (CPC) Station at rates chargeable to that station. Such consignments should not be booked to Cossipore Road (EB)

19. **Mills and other sidings on the Eastern Bengal Railway.**—The following is the list of the Mills and other sidings on the Eastern Bengal Railway. The stations which serve these sidings are shown in the second column. On coal, coke and patent fuel booked to these sidings the extra charges as shown in the last column must be levied in addition to the through rate to the station which serves the siding. In cases where siding charges are levied as a charge per wagon, the charge is to be levied on the number of wagons used at the booking station.

The siding charge or haulage charge, quoted on a wagon basis, *i. e.*, as per wagon, applies to 4-wheeled vehicles only and double this charge will be levied for bogie vehicles unless otherwise specially provided. In cases where the siding or haulage charge is quoted per 4-wheeled or 6-wheeled vehicle only, such charge will be doubled when bogie vehicles are used unless otherwise specially provided.

Note.—Booking to Mills and Presses. Only coal, coke and patent fuel booked to the Managing Agents or the Manager of Mills are accepted for despatch to the siding and under no circumstances will consignments consigned to a private party be accepted for carriage to the mills.

| Names of Mills and other Sidings. | Railway stations which serve the Sidings. | Chargeable distance over the siding from the Railway station serving. | Charge for coal to be levied in addition to the freight to the Railway station serving the Siding. |
|------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| Acre's Siding .. | Mymensingh .. | .... | Re. 1-0-0 per 4 or 6-wheeled vehicle. |
| Albion Jute Mill, Andrew Yule & Co. .. | Budge-Budge .. | 2 miles .. | Re. 0-1-8 per ton. |
| Alexandra Jute Mills, Beg Dunlop & Co. .. | Kankinara .. | 3 „ .. | Re. 0-2-6 per ton. |
| Alliance Jute Mills North, Beg Dunlop & Co. .. | Ditto .. | 2 „ .. | } Re. 0-1-8 per ton. |
| Alliance Jute Mills South, Beg Dunlop & Co. .. | Ditto .. | 2 „ .. | |

E. B. Railway

| Names of Mills and other Sidings. | Railway stations which serve the Sidings. | Chargeable distance over the siding from the Railway station serving. | Charge for coal to be levied in addition to the freight to the Railway station serving the Siding. |
|-----------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Anglo-India Mills, Lower, Duncan Bros. & Co. .. | Kankinara .. | 2 miles .. | } Re. 0-1-8 per ton. |
| Anglo-India Mills, Middle, Duncan Bros. & Co. .. | Ditto .. | 2 „ .. | |
| Anglo-India Mills, Upper, Duncan Bros. & Co. .. | Ditto .. | 2 „ .. | |
| Anglo-India Jute Mills Co., Ltd. Jagatdal Mill, Duncan Bros. & Co. .. | Ditto .. | 2 „ .. | Re. 0-1-8 per ton. |
| Assam Paper Mills, The Assam Development Co. | Shamnagar .. | 1 mile .. | |
| Auckland Jute Mill, Bird & Co. .. | Kankinara .. | 3 miles .. | Re. 0-2-6 per ton. |
| Baikia River Siding .. | Barpeta Road .. | 2 „ .. | Re. 0-1-8 per ton. |
| Banktेशwar Hydraulic Press, (Hurgobind Roy) (a) | Ultadanaga .. | 1 mile .. | } Re. 0-0-10 per ton. |
| B. B. Shaha's Siding .. | Rungpore .. | 1 „ .. | |
| Barnagore Jute Factories, South and East, George Henderson & Co. .. | Agarpara .. | 4 miles .. | Re. 0-3-4 per ton. |
| Sir Saroop Chand Hukum Chand Jute Mill Siding | Calcutta (Sealdah). | .... | Eight annas per wagon. This haulage charge is not to be included in the invoices. The forwarding station should make the following remark on Invoices and Railway Receipts "Haulage to be collected." |
| Beliaghata Grass Siding .. | Calcutta (Sealdah). | .... | Consignments must be booked direct to this siding. A shunting charge of Rs. 2-0-0 per wagon except in the case of cinders will be levied by the E. B. Ry. and collected locally at Calcutta. The following remarks, viz. :— "Shunting charge to be collected" must be made on the Invoices and Railway Receipts. |
| Barrackpore Race Course Siding § .. | Barrackpore .. | .... | Rs. 2-8-0 per loaded wagon in either direction subject to a minimum charge of Rs. 5-0-0 per shunt. The siding charge will be recovered locally and should not be shown on the Invoices and Railway Receipts. The following remarks, viz. :— "Haulage to be collected" should be made on the Invoices and Railway Receipts. |
| Batanagar .. | Nangi .. | 2 miles .. | Re. 0-1-8 per ton. Consignments must be invoiced direct to the siding. |
| Berruck and Commen's Siding .. | Ballygunge .. | 1 mile .. | Re. 0-0-10 per ton. |

(a) Coal intended for Messrs. Blackwood & Co. may be booked to this siding.

§ Traffic consigned to the Royal Calcutta Turf Club only is dealt with.

| Names of Mills and other Sidings. | Railway stations which serve the Sidings. | Chargeable distance over the siding from the Railway station serving. | Charge for coal to be levied in addition to the freight to the Railway station serving the Siding. |
|--------------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bhatpara Power House Siding, Begg Dunlop & Co. .. | Kankinara .. | 4 miles .. | Re. 0-3-4 per ton. |
| B. N. Elias & Co.'s Siding .. | Agarpara .. | 2 " .. | Re. 0-1-8 per ton. |
| Brickfield Siding .. | Belghurriah .. | 10 miles .. | Rs. 2-0-0 per loaded 4 wheeled vehicle. |
| Bengal Artificial Stone Co.'s Siding (Beliaghata)† | Calcutta (Sealdah). | 1 mile .. | } Re. 0-0-10 per ton. |
| Bone Siding .. | Katihar .. | 1 " .. | |
| Brickfield Siding, B. L. Chakravarty .. | Madhyamgram .. | 1 " .. | |
| Brickfield Siding, Mackintosh Burn .. | Baruipur Jn. .. | 1 " .. | |
| Budge Budge Jute Mills, Andrew Yule & Co. .. | Budge Budge .. | 1 " .. | |
| Burn & Co.'s Siding .. | Calcutta (Sealdah). | 1 " .. | } Re. 0-0-10 per ton. |
| Brickfield Siding .. | Bongaon .. | .... |  |
| Bulk Oil Depot Siding .. | Khulna .. | .... | Re. 1-0-0 per 4 or 6-wheeled loaded wagon. |
| Caledonian Jute Mill, Andrew Yule & Co. .. | Budge Budge .. | 1 " .. | Re. 0-0-10 per ton. |
| Chashara Back Bone Siding (Sinclair Murray & Co.) | Narayanganj .. | 4 miles .. | Re. 0-3-4 per ton (at present open for goods for the Narayanganj Jute Co., Ltd. only.) |
| Calcutta Chord Ry. Siding | Agarpara .. | .... | Re. 3-0-0 per 4-wheeled wagon when hauled by the E. B. Ry. Pilot engine, and Re. 0-4-0 per 4-wheeled wagon when hauled by the C. C. Railway engines. These charges, however, are locally recoverable. |
| Calcutta Electric supply Corporations Ltd's., New Generating station siding (at Mulajore.) | Kankinara .. | 3 miles .. | Re. 0-2-6 per ton. |
| Calcutta Electric Supply Corporation Siding .. | Cossipore Road (EB) | 1 mile .. | Re. 0-0-10 per ton. |
| Cheviot Jute Mill, Andrew Yule & Co. .. | Budge-Budge .. | 2 miles .. | Re. 0-1-8 per ton. |
| Churni Ghat Siding .. | Ranaghat Junc. | | Re. 1-4-0 per loaded vehicle. |
| Chhatumull Multan Mull's Siding .. | Gaibandha .. | 1 mile .. | Re. 0-0-10 per ton. |
| Chowdhury Oil Mill, Chowdhury Mohammed Buksh ‡ .. | Katihar .. | 1 " .. | Re. 0-0-10 per ton. |
| Clive Jute Mills, Bird & Co. § .. | Santoshpur .. | 3 miles .. | Re. 0-2-6 per ton. |
| Coal Siding* .. | Siliguri .. | .... | No siding charge is levied. |
| Colfix Factory .. | Tittaghar .. | 1 mile .. | Re. 0-0-10 per ton. |
| Cooper's Siding .. | Ranaghat Jn. .. | .... | Re. 1-0-0 per loaded vehicle. |

* Coal consigned to the Store-keeper-in-charge, I. A. S. C. Coal Depot may be booked to this siding.

† Coal intended for Messrs. Mackintosh Burn & Co., Ltd. and for Sanitary and Septic, Ltd. may be booked to this Siding.

‡ Coal for the additional pulses mill opened by the Chowdhury Oil Mill booked to this siding the same siding charge applies.

§ Open for the public also.

E. B. Railway

| Names of Mills and other Sidings. | Railway stations which serve the Sidings. | Chargeable distance over the siding from the Railway station serving. | Charge for coal to be levied in addition to the freight to the Railway station serving the Siding. |
|--------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Craig Jute Mills, Begg Dunlop & Co. .. | Kankinara .. | 5 miles .. | Re. 0-4-2 per ton. |
| Crown Woollen Mills, Bird & Co. .. | Ultadanga .. | 1 mile .. | |
| Dacca Electric Supply Co.'s Siding .. | Dacca .. | 1 mile .. | |
| David & Co.'s Sidings Nos. 1 and 2 .. | Naraganganj .. | 1 „ .. | Re. 0-0-10 per ton. |
| Dunbar Cotton Mills Nos. 1, 2, 3 and 4 (Kettlewell Butler & Co. Secretary) | Shamnagar .. | 1 „ .. | |
| East Brickfield Siding .. | Ranaghat Jn. .. | .... | Re. 1-0-0 per loaded vehicle. |
| Empire Jute Mill, McLeod & Co. .. | Tittaghur .. | 1 mile .. | Re. 0-0-10 per ton. Coal consigned to the Mill Manager will be dealt with at the mill premises. Coal booked to "Care of Mill Manager" will be dealt with at the local goods shed. Any other traffic not <i>bonafide</i> Mill traffic must be dealt with at the station goods shed. |
| Brickfield Sidings Nos. II, III and IV (Engineering Deptt. (E. B. Ry.) † .. | Lalmanirhat .. | 10 miles .. | Rs. 2 per 4-wheeled or 6-wheeled wagon. |
| Ghat Siding .. | Deula .. | 1 „ .. | Re. 0-0-10 per ton. |
| Ghat Siding .. | Mymensingh .. | .... | Re. 1-0-0 per 4 or 6-wheeled vehicle. |
| Ghat Siding .. | Piyarpur .. | .... | Re. 1-0-0 per 4 or 6-wheeled loaded vehicle and Rs. 2-0-0 per loaded bogie vehicle. |
| Ghat Siding .. | Pateswari .. | .... | Rs. 2-0-0 per 4 or 6-wheeled vehicle and Rs. 4-0-0 per bogie vehicle in the loaded direction. |
| Ghat Siding .. | Pangsa .. | 2 miles .. | Re. 0-1-8 per ton. |
| Ghat Siding No. 1 for Assam Paper Mills. | Shamnagar .. | 1 mile .. | Re. 0-0-10 per ton. Only the Assam Paper Mills Ltd., have been allowed the use of this siding. Consignments intended for Assam Paper Mills should be booked to Shamnagar for delivery from No. 1 Ghat Siding, invoices being made out as booked to "Shamnagar (No Ghat Siding)." |
| Goptali Sidings :— (i) Landale and Co.'s siding called P. premises. (ii) Chittagong Co.'s siding. (iii) R. Sim and Co.'s sidings. | Sarisabari and Jagannathganj. | .... | Re. 0-8-4 per ton, in addition to the rates to Jagannathganj when coal is booked from E. I. Ry. Colliery stations to these sidings <i>via</i> Naihati, Santahar and Fulchhari. |
| | | | |

† Coal for E. B. Ry. or for use by a contractor for Ry. works may be booked. In the case of E. B. Ry. Loco. Coal the siding charge leviable is Re. 0-2-3 per ton.

| Names of Mills and other Sidings. | Railway stations which serve the Sidings. | Chargeable distance over the siding from the Railway station serving. | Charge for coal to be levied in addition to the freight to the Railway station serving the Siding. |
|-------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Gauripore Mill* .. | Naihati .. | .... | Re. 0-6-0 per each loaded wagon hauled to and from the mill, subject to a minimum of Rs. 3-0-0 each time, an engine goes on to the siding to take or remove loaded wagons. The shunting charge is not to be included in invoices. The forwarding station will therefore make the following remarks on Invoices and Railway Receipts "Haulage to be collected." |
| Halishahar Stores Depot .. | Halishahar .. | .... | Re. 0-12-0 per 4 or 6-wheeled vehicle and Re. 1-8-0 per bogie vehicle. |
| Hanat Ram Tara Chand's Siding | Mahimaganj Ghat. | 1 mile .. | Re. 0-0-10 per ton. |
| Haribandhu, Dina Bandhu Saha's Siding .. | Sarisabari .. | .... | Rs. 2-0-0 per 4 or 6-wheeled loaded vehicle and Rs. 4-0-0 per bogie loaded vehicle. |
| Hukum Chand Steel Works Siding | Ballygunge .. | 1 mile .. | Re. 0-0-10 per ton. |
| Hukum Chand Mill Siding No. 1 | } Naihati .. | 3 miles .. | Re. 0-2-6 per ton. |
| India Paper Pilp Mill Siding (Andrew Yule & Co.) | | | |
| Indian Patent Stone Co.'s New Factory Siding at Narculdanga, Bird & Co. | Calcutta (Sealdah). | .... | Rs. 2-0-0 per vehicle for haulage from Calcutta (Sealdah) to the Factory siding. This Factory siding takes off from Narculdanga Stores sidings. Goods for the Factory are to be booked and invoiced to Calcutta. The haulage charge is not to be included in invoices. The forwarding stations should make the following remark on invoices and Railway Receipts "Haulage to be collected." |
| Jessop & Co.'s Siding .. | Dum-Dum Cant. | 1 mile .. | Re. 0-0-10 per ton. |
| Kanchrapara Brick Field Siding.† | Halishahar .. | .... | Rs. 2-0-0 per 4 or 6-wheeled loaded wagon and Rs. 4-0-0 per bogie. |
| Kaluram Ganesh Narayan's Siding | Lalmanirhat .. | 1 mile .. | Re. 0-0-10 per ton. |
| Kamarhatty Mills, Jardine Skinner | Agarpara .. | 2 miles .. | Re. 0-1-8 per ton. |
| Kankinara Mills A, Jardine Skinner | Kankinara .. | 1 mile .. | Re. 0-0-10 per ton. |
| Kankinara Mills B, Jardine Skinner | Ditto .. | 1 .. | Ditto. |

* Coal consigned to the Manager, Jensen and Nicholson's Paint Mill at Naihati may be booked to this siding.

† Coal intended for Messrs. Seth Dharam Das, Railway Contractor and Awatmal, Contractor Kanchrapara may be booked to this siding. A siding charge of Re. 0-3-4 per ton is levied in addition to the freight charges up to Halishahar and this siding charge should also be shown in Invoices and Railway Receipts.

| Names of Mills and other Sidings. | Railway stations which serve the Sidings. | Chargeable distance over the siding from the Railway station serving. | Charge for coal to be leveid in addition to the freight to the Railway station serving the Siding. |
|-----------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Katihar Flour Mill Siding (Prop. Messrs. Janki Das Baijnath) .. | Katihar .. | 2 miles .. | Re. 0-1-8 per ton. |
| Katihar Rice and Oil Mill Siding .. | Katihar .. | 2 „ .. | See Rice and Oil Mill Siding. |
| Katihar Jute Mills, Purnea Rice Mill Co.'s Siding .. | Katihar .. | 2 „ .. | Re. 0-1-8 per ton. |
| Kelvin Jute Mill .. | Tittaghur .. | 1 mile .. | Re. 0-0-10 per ton. |
| Khardaha Jute Mills, Anderson Wright & Co. Kennison Jute Mills, F. W. Heilgers & Co. .. | Ditto .. | 1 „ .. | Ditto. |
| .. | Ditto .. | 1 „ .. | Ditto. |
| K. P. Setty & Co.'s Siding | Sarisabari .. | 1 „ .. | Ditto. |
| Landale and Clark's Sidings called J. premises .. | Sarisabari .. | 1 „ .. | Ditto. |
| Lansdowne Jute Mill, Bird & Co. .. | Ultadanga Jn. .. | 1 „ .. | Ditto. |
| Loca Extension Siding .. | Goalundo .. | .... | Ditto. |
| Loco. Yard Siding .. | Forbesganj .. | .... | Re. 1-0-0 per 4 or 6-wheeled loaded vehicle and Rs. 2 per loaded bogie vehicle. |
| Lothian Jute Mill .. | Budge Budge .. | 2 miles .. | Re. 0-1-8 per ton. |
| Mackintosh Burn & Co.'s Siding .. | Ballygunge .. | 1 mile .. | Re. 0-0-10 per ton. |
| Magadi Soda Co.'s Factory | Budge Budge .. | 2 miles .. | Re. 0-1-8 per ton. |
| Megna Mills Siding .. | Kankinara .. | 3 miles .. | Re. 0-2-6 per ton. |
| Merchants Godowns at Khulna, (Sidings for, Mackinon MacKenzie & Co.,) | Khulna .. | .... | No siding charge is levied. Rates as to Khulna apply. |
| Metal and Steel and Rifle Factory. | Ichhapur .. | 5 miles .. | Eight annas per wagon in the loaded direction. Although the names of the Sidings are combined there are two distinct Military Sidings at "Ichhapur"—one serving the Metal and Steel Factory and the other the Rifle Factory. Consignment for each Factory should be booked separately and wagons labelled for "Metal and Steel Factory Siding, Ichhapur" or "Rifle Factory Siding, Ichhapur" as the case may be. |
| Mohan Lall Kishan Lall Siding. | Moghalhat .. | 1 mile .. | Re. 0-0-10 per ton and an extra charge of 3 pies per maund. |
| Moti Bazar Siding, Jawar Mull Chandan Mull. | Cossapore Road (E. B.) | 1 „ .. | Re. 0-0-10 per ton. Coal cannot be booked to this siding. |

| Names of Mills and other Sidings. | Railway stations which serve the Sidings. | Chargeable distance over the siding from the Railway station serving. | Charge for coal to be levied in addition to the freight to the Railway station serving the Siding. |
|--------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Municipal Siding † .. | Calcutta (Sealdah). | .... | Four annas per wagon. This charge is levied in Coal booked from East Indian Railway Colliery stations to the Calcutta Municipal Railway <i>via</i> Calcutta. The wagons are transferred to the Municipal line <i>via</i> (Calcutta (Sealdah).) A shunting charge of Rs. 2 per wagon is levied by the E. B. Ry. and is collected locally at Sealdah. The following remarks <i>viz</i> :— “Shunting charge to be collected” must be made on the Invoice and Railway Receipt. This siding is open only for Coal for the Municipality. 10 pies per ton. Re. 0-2-6 per ton. |
| Naffar Chandra Jute Mills | Kankinara .. | .... |  |
| Naihati Jute Mills .. | Naihati .. | 3 miles .. | Re. 0-0-10 per ton. |
| F. W. Heigers & Co. | | | |
| Narayandas Uday Chand Siding. | Lalmanirhat .. | 1 mile .. | Re. 0-0-10 per ton. |
| Nuddea Jute Mills, Barry & Co. | Kankinara .. | 2 miles .. | Re. 0-1-8 per ton. |
| Nonai River Siding .. | Tangla .. | .... | Re. 0-8-0 per each 4-wheeled loaded wagon put into and taken out of the siding. |
| New Timber Siding of the Forest Department .. | Siliguri .. | 2 miles .. | Rs. 2 per loaded 4 or 6-wheeled vehicle and Rs. 4 per loaded bogie vehicle. Re. 0-0-10 per ton. |
| North Bengal Sugar Mill Siding. | Gopalpur .. | 1 mile .. | Re. 0-0-10 per ton. |
| Oriental Gas Co.'s siding | Calcutta (Sealdah) | 1 mile .. | Re. 0-0-10 per ton. |
| Orient Jute Mills .. | Budge-Budge .. | 3 miles .. | Re. 0-2-6 per ton. |
| Paksey Colony Siding § .. | Ishurdi .. | .... | Rates to Ishurdi apply. A shunting charge of Re. 1-0-0 per loaded wagon should be levied in addition. |
| Panihati .. | Agarpara .. | 1 mile .. | Re. 0-0-10 per ton. Coal traffic to this siding is booked only to Messrs. Agarpara Co. Ltd., Managing Agents, B. N. Ellis & Co. Ltd. |
| Purnea Rice Mill Siding * (Hardat Rai Chamaria Co.'s). | Katihar .. | 2 miles .. | Re. 0-1-8 per ton. |
| Raghulal Bansilal's Siding | Bonarpara .. | 1 mile .. | Re. 0-0-10 per ton. |

* Coal, Coke and Patent Fuel consigned to the Manager, Katihar Jute Mills, may be booked to this siding.

† Coal for the Palmer Bridge Pumping Station of the Calcutta Corporation is booked to this Siding. Freight on traffic booked to Municipal siding, consigned to other than Chief Store-keeper, Calcutta Corporation and Calcutta Improvement Trust must be prepaid

§ Open for inward booking for Loco, Coal in wagon loads only.

E. B. Railway

| Names of Mills and other Sidings. | Railway stations which serve the Sidings. | Chargeable distance over the siding from the Railway station serving. | Charge for coal to be levied in addition to the freight to the Railway station serving the Siding. |
|----------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| Ralli Brothers sidings :— | | | |
| Siliguri .. | Siliguri .. | } 1 mile .. | Re. 0-0-10 per ton. |
| Kasba .. | Kasba .. | | |
| Jalpaiguri .. | Jalpaiguri .. | | |
| Haldibari .. | Haldibari .. | | |
| Narayanjanj .. | Narayanjanj .. | | |
| Postgolah .. | Postgolah .. | } 1 mile .. | Re. 0-0-10 per ton. |
| Sarisabari .. | Sarisabari .. | | |
| Press House at Nima-sarai Ghat. | Nimasarai .. | | |
| Reliance Jute Mills .. | Kankinara .. | | |
| Rice and Oil Mill Siding | Katihar .. | | |
| Rice Mill Siding .. | Rangiya .. | 1 mile .. | Re. 0-0-10 per ton. |
| R. Sim & Co.'s Siding .. | Postgollah .. | 1 " .. | } Re. 0-0-10 per ton. |
| Sagarmall Ghasiram Siding | Rangiya .. | 1 " .. | |
| Saidpur Siding .. | Saidpur .. | 1 " .. | |
| Shamnagar Jute Factory .. | Shamnagar .. | 1 " .. | |
| Shankar Kali Oil Mill .. | Katihar .. | 1 " .. | |
| Sara Guide Bund Siding § | Ishurdi .. | .... | Re. 0-3-4 per ton. |
| Shree Radha Krishna Sugar Mills. | Beldanga .. | 1 mile .. | Re. 0-0-10 per ton. |
| Siding for Anandamoyee Agency. | Kokraihar .. | 3 miles .. | Rs. 6-0-0 per 4 or 6 wheeled loaded vehicle and Rs. 12-0-0 per bogie loaded vehicle. |
| Soorki Mill Siding .. | Lalmanirhat .. | .... | Rs. 2-0-0 per 4 or 6 wheeled wagon and Rs. 4-0-0 per bogie wagon. |
| Standard Vacuum Oil Co.'s Siding. | Budge Budge .. | 1 mile .. | Re. 0-0-10 per ton. |
| Standard Jute Mills, Bird & Co. | Tittaghur .. | 1 " .. | } Re. 0-0-10 per ton. |
| Suraj Mall Behari Lall's siding (a) ¶ | Parbatipur .. | 1 " .. | |
| Surajmull Nagarmull Sugar Mill Siding. | Setabganj .. | 1 " .. | Re. 0-0-10 per ton. |
| Timber siding .. | Fakiragram .. | 1 " .. | Rs. 2 per 4 or 6-wheeled wagon and Rs. 4-0-0 per bogie vehicle. |
| Suraj Mall Nagar Mall Siding.† | Sarisabari .. | 1 " .. | Re. 0-0-10 per ton. |

(a) On Coal, Coke and Patent Fuel booked from E. I. Ry. Colliery stations to this siding via Naihati and the Broad Gauge route, a transshipment charge of Re. 0-6-10 per ton must be levied in addition to the siding charge of Re. 0-0-10 per ton.

† This siding has been leased to the Jute supply Agency, Ltd.

§ This is an Engineering Department Siding. Consignments intended only for Messrs. S. Paul and K. K. Mukherjee & Bros. may be booked to this siding, invoices being made out as under:—

Messrs. S. Paul and K. K. Mukherjee & Bros. C/O Sub-Divisional Officer, Hardinge Bridge, Ishurdi (Sara Guide Bund Siding) wagons to be labelled for "Ishurdi" (Sara Guide Bund Siding).

¶ Coal wagons for Messrs. Surajmull Behari Lall may be booked to Parbatipur station instead of to this metre gauge siding. Such wagons will be placed over the B. G. line near or opposite to their mill and a shunting charge of Rs. 2 per 4-wheeled loaded wagon will be levied in addition to freight charges to Parbatipur and recovered locally by the E. B. Ry. staff. Forwarding stations should make a remark on Invoices and Railway Receipts "Shunting charge to be collected."

| Names of Mills and other Sidings. | Railway stations which serve the Sidings. | Chargeable distance over the siding from the Railway station serving. | Charge for coal to be levied in addition to the freight to the Railway station serving the Siding. |
|--------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| Timber Siding .. | Sapatgram .. | .... | Rs. 2-0-0 per 4 or 6-wheeled loaded truck and Rs. 4-0-0 per loaded bogie truck. |
| Timber Siding .. | Raja Bhat Khawa .. | .... | Rs. 2 per 4 or 6-wheeled vehicle and Rs. 4 per bogie vehicle. |
| Timber Siding .. | Siliguri .. | .... | Rs. 2-0-0 per 4 or 6-wheeled loaded vehicle and Rs. 4-0-0 per bogie loaded vehicle. |
| Timber Siding .. | Kokrajhar .. | .... | Rs. 2-0-0 per 4 or 6-wheeled vehicle and Rs. 4-0-0 per bogie vehicle in loaded direction. |
| Timber Siding .. | Tipkai .. | .... | Rs. 2-0-0 per 4 or 6-wheeled vehicle and Rs. 4-0-0 per bogie vehicle in the loaded direction. |
| Timber Siding .. | Hamiltonganj .. | .... | Rates as to Hamiltonganj apply. No siding charge is levied. |
| Tittaghur Jute Factory No. I, Thomas Duff & Co. | Tittaghur .. | 1 mile .. | } Re. 0-0-10 per ton. |
| Tittaghur Jute Factory No. II, Thomas Duff & Co. | Ditto .. | 1 „ .. | |
| Tittaghur Paper Mills No. I F. W. Heilgers & Co. | Ditto .. | 1 „ .. | |
| Tittaghur Paper Mills No. II. | Kankinara .. | 1 „ .. | |
| Union (North) Jute Mills at Entally, Bird & Co. | Calcutta (Sealdah) | .... | Re. 0-8-0 per vehicle. |
| Union (South) Jute Mills † (Bird & Co.) | Santoshpur .. | 3 miles .. | Re. 0-2-6 per ton. |
| Waverly Jute Mills*, Begg Dunlop & Co.* | Kankinara .. | 4 „ .. | Re. 0-3-4 per ton. |

* Messrs. Char & Co., Managing Agents, Indian Glace Kids Ltd., also are permitted the use of this siding.

† Open for public also.

§§ Closed.

20. Diversion of coal wagons from one Mill to another at Tittaghur.—Coal wagons consigned to one Mill may be shunted over to another Mill at Tittaghur, at the request of the Mill Manager, at a charge of Rs. 5 per wagon per each shunt.

21. Coal traffic for Stations on the Dacca Section and Mymensingh-Jagannathganj Railway including stations on the Singhjani-Fulchhari Extension.—Coal from E. I. Railway Colliery stations to stations on the Dacca Section and Mymensingh-Jagannathganj Railway including Stations on the Singhjani-Fulchhari Extension, both locomotive and public, should be booked and routed only *via* Naihati, Santahar and Fulchhari.

22. Postgolah station for booking of Coal.—Postgolah station on the Dacca section of the Eastern Bengal Railway is open for receipt of Coal, Coke and Patent Fuel booked *via* Fulchhari by the all-Rail route. Freight as to Narayanganj *via* Fulchhari by the all-Rail route should be charged without the addition of the surcharge.

E. B. Railway

23. **Booking of Coal to Cooch Behar State Railway, including Raja Bhat Khawa-Dalsingpara Branch.**—The schedule rates for Coal, Coke and Patent Fuel in force over the E. B. Railway also apply over the Cooch Behar State Railway including Raja Bhat Khawa-Dalsingpara Branch under the same conditions as on the E. B. Railway.

24. (a) **Extra charge on Coal booked to Cooch Behar.**—An extra charge of Re. 0-13-7 per ton is levied on all Coal, Coke and Patent Fuel booked to Cooch Behar.

(b) **Booking of Coal to Durgapur Ghat.**—Durgapur Ghat is open only for Coal intended for the Rivers Steam Navigation Company and the India General Navigation and Railway Company.

Freight charges to Durgapur Ghat will be the same as to Goalundo.

Wagons containing Coal for Durgapur Ghat must be labelled for "Durgapur Ghat," but invoices and receipts must be made out for Goalundo Local and must be accounted for at Goalundo.

25. **Out-Agencies.**—(a) Coal, Coke and Patent Fuel in bulk may be booked to Pabna Out-Agency which is served by Ishurdi station. The charges leviable are Re. 0-3-6 per maund in addition to rates to Ishurdi.

(b) Coal, Coke and Patent Fuel in bulk or in bags may be booked through to Balurghat Out-Agency served by Hili Station, freight being charged over the Motor Service from Hili to Balurghat Out-Agency at the rate of Re. 0-3-7 per maund O. R., C. C., L.

A transhipment charge of Re. 1-0-0 per ton, due to the contractors, will be levied at Hili in addition to the above rate.

In calculating the freight on Coal consignments booked from a colliery station on the E. I. Railway to Balurghat Out-Agency via Hili, the freight from via Hili to this Out-Agency as well as the transhipment charge at Hili should be added to the freight calculated up to via Hili. The surcharge should be levied on the total of these three amounts.

(c) Coal, Coke and Patent Fuel may be booked to Barpeta Out-Agency served by Barpeta Road station.

The following are the Out-Agency charges for Coal over the Motor Service between Barpeta Road Railway station and Barpeta Out-Agency—

Up to 20 seers Re. 0-2-6 subject to a minimum charge of
Re. 0-4-0 per consignment.

Over 20 seers and up to 40 seers Re. 0-4-0.

26. **Goalundo.**—Coal, Coke and Patent Fuel intended for the India General Navigation and Railway and Rivers Steam Navigation Companies may be booked to Goalundo Passenger Ghat (sabeck) and invoices accounted for there.

27. **Booking of Coal in bulk via Goalundo.**—Coal in bulk will not be accepted for despatch *via* Goalundo.

28. **Coal in bags** will be accepted for despatch *via* Goalundo Passenger Ghat to stations on the India General Navigation and Railway Company's Padma Service and Mirkadim.

The route *via* Goalundo to Chandpur Ghat and *via* and Narayanganj Ghat and *via* is at present closed.

29. **Coal in bulk** is not accepted for despatch over the R. S. N. Coy.'s Steamer Services, except to stations for which rates for Coal in bulk are quoted.

30. **Coke on Steamer Service.**—On the I. G. N. and R. S. N. Coy.'s Services Coke is only carried at owner's risk.

31. **Coal for Narayanganj and *via* and Chandpur and *via*.**—Coal, Coke and Patent Fuel tendered for despatch by Rail and Steamer route to Narayanganj and *via* and Chandpur and *via* must be routed *via* Khulna. Charges over the Railway and the Steamer Services must be made at *via* Khulna rates.

32. **Booking of Coal *via* Sirajganj Ghat.**—Coal in bags only may be booked *via* Sirajganj Ghat to stations on the Rivers Steam Navigation Company's Assam Steamer Service, Coal in bulk may be booked to Jagannathganj Steamer Ghat and

E. B. Railway

via, by combined service *via* Sirajganj Ghat, if in quantities of 100 maunds and over. The charge over the Steamer Service will be made at first class rate, plus a handling charge of six pies per maund to be credited to the Steamer Company.

33. **Booking of Coal *via* Narayanganj.**—Coal cannot be booked *via* Narayanganj to stations on the I. G. N. and Railway Company's Steamer Services.

34. **Booking of Coal *via* Kokilamukh Ghat.**—Coal in bags only will be carried over the Steamer Service in through booking with the Jorhat Provincial Railway *via* Kokilamukh Ghat. Freight over the Steamer Service is charged at the first class rate plus a boating charge of one anna per maund. No transhipment charge is levied by the E. B. Railway at Kokilamukh on Coal despatched in bags.

35. **Basis for charge for Coal, Coke and Patent Fuel over the I. G. N. and Railway Co.'s Steamer Services.**—Coal, Coke and Patent Fuel are charged over the I. G. N. and Railway Co.'s Steamer Services at the first class goods rate, where no special rates have been provided for in through booking with Railways.

(a) **Coal to stations on the I. G. N. and Railway Company's Steamer Services.**—The following are the rates for Coal from *via* Khulna and *via* Lalgola Ghat to certain stations on the India General Navigation and Railway Company's Steamer Services :—

Charge over the Steamer Service should be levied on actual weight when consignments are in bags and on the marked carrying capacity of the wagon used at the forwarding station when consignments are booked in bulk.

In addition to the following rates the extra charges mentioned in paragraph 9 are to be levied.—

| Commodity | Station | | Rate per ton | Remarks |
|-------------------------------------------------------------------|--------------------------|-------------------------|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | From | To | | |
| Coal in bulk, subject to a minimum weight for charge of 100 tons. | <i>Via</i> Lalgola Ghat. | Premtoli .. | Rs. a. p. 2 9 0 | Previous intimation of such booking to be sent to the Steamer Company to arrange for flat or barges. Unloading must be performed by consignee at the rate of 2,000 maunds per day, otherwise demurrage at the rate of Rs. 50 and Rs. 30 per day will be charged in respect of flats and barges, respectively. |
| Coal, coke and patent fuel in bulk or in bags, L. | Ditto .. | B.-Nawabganj* | 3 15 0 | |
| Coal in bags .. | Ditto .. | Alanpur and Chowdalla.* | Per md. 0 2 6 | When in bulk, the consignments must be in 100 tons and over and will be chargeable over the Steamer Service on the minimum of the marked carrying capacity of the wagon used at the forwarding station. Coal in bags is chargeable on actual weight. Inclusive of Steamer Company's transhipment charge at Lalgola Ghat. Unloading must be arranged by the consignee. |

* These stations are on the Ganges Despatch Service.

E. B. Railway

| Commodity | Station | | Rate per ton | Remarks |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | From | To | | |
| Coal, coke and patent fuel in bulk in consignments of 100 tons and over, at O. R., and in bags in consignments of less than 100 tons at O. R. | Via Lalgola Ghat. | Rajshahi ‡ .. | Rs. a. p. 5 6 3 | Previous intimation of such booking to be sent to the Steamer Company to arrange for flats or barges. Unloading must be performed by the consignee at the rate of 2000 maunds per day, otherwise demurrage at the rate of Rs. 50 and Rs. 30 per day will be charged in respect of flats and barges respectively. When in bulk charge over the Steamer Service will be levied on the minimum of the carrying capacity of the wagon used at the forwarding station. When in bags charge will be levied on actual weight. This rate includes the Steamer Company's transshipment charge at Lalgola Ghat. |
| Coal and coke in flat loads of 100 tons and over, at owner's risk, during the slack season, from 1st January to 30th June. | Via Khulna Ghat. | Narayanganj Ghat and <i>via</i> | 5 1 0 | In the case of booking to Narayanganj Ghat itself (and not <i>via</i>) when the Steamer Companies are called upon to do the unloading from vessel, a further extra charge for handling in addition to the Steamer rates of freight will be levied at the rate of Re. 0-8-10 per ton and will be credited in full to the Steamer Companies. In addition to these rates a further charge of Re. 0-6-10 per ton will be levied to cover the Madaripur Bheel toll charge which amount will also be credited in full to the Steamer Companies. Handling at destination (Steamer) station if undertaken by the consignee must be at the rate of 100 tons per diem, otherwise demurrage at Rs. 50 per flat per day will be charged. |
| Coal and coke in flat loads of 100 tons and over, at owner's risk, during the busy season from 1st July to 31st December. | Ditto .. | Ditto .. | 7 6 2 | |
| Coal and coke in quantities of less than 100 tons in bags at owner's risk, from 1st January to 30th June. | Ditto .. | Ditto .. | 6 2 1 | |
| Coal and coke in quantities of less than 100 tons in bags at owner's risk, from 1st July to 31st December. | Ditto .. | Ditto .. | 8 7 3 | |

‡ This station is on the RajshahiMalda service.

| Commodity | Station | | Rate per ton | Remarks |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | From | To | | |
| Coal, coke and patent fuel in bulk, in flat loads of 100 tons and over, per consignment at owner's risk, during the slack season from 1st January to 30th June. | Via Khulna Ghat. | Chandpur Ghat and via. | Rs. a. p. 4 7 6* | <p>In addition to the rates shown herein, the following extra charges will be levied:—</p> <p>Per ton. As. P.</p> <p>Madhupur Bheel tool charge to be credited in full to the Steamer Company .. 6 10</p> <p>Unloading charge at Chandpur Ghat when consignments are booked to Chandpur Ghat itself and Steamer Company are called upon to do unloading .. 8 6</p> <p>* In the case of <i>via</i> Chandpur traffic, a transhipment charge of Re. 0-6-10 per ton will be levied in addition to these rates on account of the Assam Bengal Railway.</p> |
| Coal, coke and patent fuel in bulk, in flat loads of 100 tons and over per consignment at owner's risk, during the busy season, from 1st July to 31st December. | Ditto | Ditto | 5 11 11* | |
| Coal, coke and patent fuel in bags of less quantities than 100 tons at owner's risk, from 1st January to 30th June. | Ditto | Ditto | 5 8 7* | |
| Coal, coke and patent fuel in bags of less quantities than 100 tons at owner's risk, from 1st July to 31st December. | Ditto | Ditto | 6 13 0* | |

E. B. Railway

36. Basis for charge for Coal, Coke and Patent Fuel over R. S. N. Co.'s Steamer Services.—Coal, Coke and Patent Fuel are charged over the R. S. N. Co.'s Assam and Khulna-Narayanganj Mail Services at the First Class rate, where no special rates have been provided for in through booking.

(a) **Coal to stations on the R. S. N. Company's Steamer Services.**—Coal in bulk is not accepted for despatch over the Rivers Steam Navigation Company's Steamer Services, except to stations for which rates for coal in bulk are quoted. The following are the special rates for Coal from *via* Amingaon, and *via* Khulna to certain stations on the Rivers Steam Navigation Company's Steamer Services :—

In addition to the following rates, the extra charges mentioned in paragraph 10 are to be levied.

| Commodity | Station | | Rate | Remarks |
|-------------------------------------|----------------------|-------------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------|
| | From | To | | |
| | | | Per ton. Rs. a. p. | |
| Coal in bags, O. R. .. | <i>Via</i> Amingaon | Tezpur Ghat* | 7 1 6 | Inclusive of handling charges due to Steamer Company. |
| Coal, Coke and Patent fuel in bags. | Ditto .. | Kathanibari Ghat* | 10 7 3 | Inclusive of all charges due to the Steamer Company. |
| Coal, Coke and Patent fuel in bags. | <i>Via</i> Khulna .. | Kauri Khars.. | 6 12 11 | A handling charge of Re. 0-6-10 per ton due to the Steamer Co. is levied in addition. |
| Coal in bags .. | <i>Via</i> Khulna .. | Elachur .. | 4 1 3 | In addition to this rate a handling charge of Re. 0-6-10 per ton at Elachur will be levied and credited to the Steamer Company. |
| Ditto .. | Ditto .. | Shaistabad .. | 9 9 3 | |
| Ditto .. | Ditto .. | Gournadi .. | 12 3 8 | In addition to these rates a handling charge of Re. 0-6-10 per ton will be levied and credited to the Steamer Company. |
| Ditto .. | Ditto .. | Khajurtals § .. | 12 3 8 | |

* These stations are on the Assam Service.

§ Closed temporarily.

| Commodity | Station | | Rate | Remarks |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------------------|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | From | To | | |
| Coal, coke and patent fuel in bulk, in flat loads of 100 tons and over per consignment at owner's risk during slack season from 1st January to 30th June. Ditto ditto, during busy season from 1st July to 31st December. | Via Khulna .. | Chandpur Ghat and <i>via</i> . | Per ton. Rs. a. p. 4 7 6† | When coal is despatched in quantities less than 100 tons (which must be bagged), a rate of Re. 1-1-1 per ton at owner's risk will be levied in excess of these rates. In addition to the rates shewn herein the following extra charges will be levied. Per ton. As. p. Madaripur Bheel toll charge to be credited in full to the Steamer Company .. 6 10 Unloading charge at Chandpur Ghat when consignments are booked to Chandpur Ghat itself and Steamer Company are called upon to do unloading .. 8 6 |
| | Ditto .. | Ditto .. | 5 11 11† | |
| Coal, coke and patent fuel in flat loads of 100 tons and over, at owner's risk, during the slack season, from 1st January to 30th June. Ditto ditto, during the busy season, from 1st July to 31st December. | Via Khulna Ghat. | Narayanganj Ghat and <i>via</i> | 5 1 0 | The rate for coal and coke of less than 100 tons (which must be bagged) will be Re. 1-1-1 per ton in excess of these rates. In the case of booking to Narayanganj Ghat itself (and not <i>via</i>) when the Steamer Companies are called upon to do the unloading from vessel, a further extra charge for handling in addition to the Steamer rates of freight will be levied at the rate of Re. 0-8-10 per ton, and will be credited in full to the Steamer Companies. In addition to these rates a further charge of Re. 0-6-10 per ton will be levied to cover the Madaripur Bheel toll charge, which amount will also be credited in full to the Steamer Companies. |
| | Ditto .. | Ditto .. | 7 6 2 | |

† In the case of *via* Chandpur traffic a transshipment charge of Re. 0-6-10 per ton due to the A. B. Ry. is levied in addition to these rates.

E. B. Railway

| Commodity | Station | | Rate | Remarks |
|-----------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | From | To | | |
| Coal in bags, O. R. .. | Via Khulna Ghat. | Magura .. | Per ton. Rs. a. p. 4 4 0 | Plus As. 6-10 per ton for Steamer Company's handling charge. The maximum quantity that can be accepted for despatch to this station is 500 maunds per day. |
| Ditto .. | Ditto .. | Kalia .. | 3 11 7 | Inclusive of Steamer Company's handling charge. The maximum quantity that can be accepted for despatch to this station is 500 maunds per day. |
| Coal in bags .. | Ditto .. | Torquey .. | Per md. Rs. a. p. 0 5 8 | |
| Coal in bulk in consignments of 100 tons or over per consignment at owner's risk. | Ditto .. | Ditto .. | Per ton. Rs. a. p. 5 3 7 | Plus As. 6-10 per ton for Steamer Company's handling charge. |
| Coal in bags or in bulk, O. R. | Ditto .. | Barisal .. | 4 11 0 | |
| Coal in bags or in bulk in consignments of 100 maunds and over by Combined Service at owner's risk. | Via Sirajganj Steamer Ghat | Jagannathganj Ghat and via | 7 15 6 | Includes Steamer Company's handling charge. |
| Coal, coke and patent fuel in bulk in consignments of 100 tons and over and in bags in consignments of less than 100 tons at owner's risk, L. | Via Khulna .. | Sealtick .. | 16 7 6 | Includes Steamer Company's transshipment charge at Khulna. |

E. B. Railway

The following are the distances between *via* East Dock Jn., *via* Naihati, *via* Manihari Ghat and *via* Katihar and stations on the E. B. Railway.

| Stations | Distances | | | | Stations | Distances | | | |
|----------------------------|-------------------|-------------|-------------------|-------------|--------------------------------------------------------------|-------------------|-------------|-------------------|-------------|
| | Via East Dock Jn. | Via Naihati | Via Manihari Ghat | Via Katihar | | Via East Dock Jn. | Via Naihati | Via Manihari Ghat | Via Katihar |
| Eastern Section. | Miles | Miles | Miles | Miles | Southern Section. | Miles | Miles | Miles | Miles |
| Calcutta † | 9 | 24 | 277 | 252 | Ballygunge Jn. | 5 | 28 | 281 | 256 |
| Dum-Dum Jn. * | 14 | 20 | 273 | 247 | Dhakuria * | 5 | 29 | 282 | 257 |
| Central Section. | | | | | Jadabpur | 6 | 29 | 282 | 257 |
| Dum-Dum Cantt. | 16 | 22 | 275 | 250 | Garia * | 9 | 32 | 285 | 260 |
| Birati * | 18 | 24 | 280 | 255 | Sonarpur | 12 | 34 | 287 | 262 |
| Madhyamgram | 20 | 26 | 280 | 255 | Changripota † | 14 | 37 | .. | 265 |
| Hridaipur * | 22 | 28 | 283 | 258 | Mallikpur * | 15 | 38 | .. | 266 |
| Baraset Jn. and <i>via</i> | 23 | 29 | 283 | 258 | Baruipur | 18 | 40 | 293 | 268 |
| Bamangachi * | 26 | 32 | 281 | 256 | Surjapur \|\| | 23 | 46 | 299 | 274 |
| Dattapukur | 28 | 34 | 279 | 254 | Gocharan | 25 | 47 | 300 | 275 |
| Dogachhea \|\| | 30 | 36 | 276 | 251 | Dakshin Barasat | 28 | 50 | 303 | 278 |
| Guma | 33 | 39 | 272 | 247 | Jaynagar Majilpur | 33 | 55 | 308 | 283 |
| Habra | 37 | 43 | 266 | 241 | Mathurapur Road | 35 | 58 | 311 | 266 |
| Maslandpur | 43 | 49 | 264 | 239 | Lakshmikantapur | 40 | 63 | 316 | 291 |
| Gobardanga | 45 | 51 | 258 | 233 | Kalyanpur * | 18 | 41 | .. | 269 |
| Chandpara | 51 | 49 | 252 | 227 | Hotar | 22 | 44 | 297 | 272 |
| Bongaon Jn. | 57 | 43 | 252 | 227 | Dhamuah * | 23 | 46 | .. | 274 |
| Benapol | 62 | 48 | 257 | 232 | Magra Hat | 27 | 49 | 302 | 277 |
| Nabharan | 68 | 54 | 263 | 238 | Sangrampur | 30 | 53 | 306 | 281 |
| Gadkhali | 73 | 58 | 271 | 246 | Deula §§ | 33 | 56 | 309 | 284 |
| Jhikargacha Ghat | 76 | 61 | 271 | 246 | Netra | 35 | 57 | 310 | 285 |
| Jhikargacha †† | 77 | 66 | 276 | 251 | Basuldanga | 36 | 59 | 312 | 287 |
| Dhopakhola | 80 | 66 | 279 | 254 | Diamond Harbour | 39 | 61 | 314 | 289 |
| Jessore and <i>via</i> | 84 | 70 | 284 | 259 | Kalikapur * | 15 | 38 | .. | 266 |
| Rupdia | 89 | 75 | 288 | 263 | Champahati | 17 | 39 | 292 | 267 |
| Singla | 93 | 82 | 291 | 267 | Piali | 19 | 41 | 294 | 260 |
| Chengutia | 97 | 86 | 295 | 270 | Ghutyari Sharif | 21 | 44 | 297 | 269 |
| Nawapara | 100 | 88 | 297 | 272 | Taldi | 26 | 48 | 301 | 272 |
| Taltala Hat | 102 | 91 | 300 | 275 | Canning | 30 | 52 | 305 | 276 |
| Bejerdanga \|\| | 105 | 94 | 303 | 278 | Kalighat | 2 | 30 | 283 | 280 |
| Phultala | 108 | 100 | 309 | 284 | <i>Via</i> Majherat (for traffic to Kalighat-Falta Railway.) | 1 | 32 | 285 | 285 |
| Daulatpur | 114 | 104 | 313 | 288 | <i>Via</i> East Dock Junc. * | .. | 33 | 286 | 261 |
| Khulna and <i>via</i> | 118 | 28 | 238 | 213 | Brace Bridge \|\| | .. | 33 | 289 | 261 |
| Gangapur | 61 | 32 | 241 | 216 | Santoshpur § | 4 | 35 | 288 | 263 |
| Majirgram | 64 | 37 | 246 | 221 | Akra | 6 | 37 | 290 | 265 |
| Gopalnagar | 63 | .. | .. | .. | Nangi | 8 | 38 | 292 | 266 |
| | | | | | Budge-Budge | 11 | 41 | 294 | 269 |

* These are not goods booking stations.

|| Not open for coal in full wagon loads.

† Not open for through booking with foreign railways.

†† Closed.

‡ The mileages quoted for Calcutta also apply to Chitpur, Cossipore Road (E. B.) for booking to (i) Suraj Jute Press Siding, (ii) Calcutta Electric Supply Corporation Siding, (iii) Gun Foundry Siding, (iv) New Jheel Press Siding and (v) Calcutta Corporation and its contractors, on account of the Tala Pumping Station, Ultadanga and Kidderpore Docks, except in case of booking between *via* East Dock Junction and Chitpur, Ultadanga and Cossipore Road (E. B.) when the mileages will be as under.

Between East Dock Junction and Chitpur, Cossipore Road (E. B.) and Ultadanga 15 miles.

§ Open for traffic to and from Mills Sidings only.

§§ This station is not open for coal in full wagon loads which, however, may be booked to the Ghat siding served by this station. The siding charge is leviable in addition.

E. B. Ry.

| Stations | Distances | | | | Stations | Distances | | | |
|-------------------------|-------------------|-------------|-------------------|-------------|---------------------------|-------------------|-------------|-------------------|-------------|
| | Via East Dock Jn. | Via Naihati | Via Manihari Ghat | Via Katihar | | Via East Dock Jn. | Via Naihati | Via Manihari Ghat | Via Katihar |
| Eastern Section. | Miles | Miles | Miles | Miles | | Miles | Miles | Miles | Miles |
| Belghurriah * | 17 | 17 | .. | 244 | R. M. Branch— | | | | |
| Agarpara ** | 18 | 15 | 269 | 244 | Beldanga | 114 | 81 | 172 | 147 |
| Sodepore | 19 | 14 | 268 | 243 | Bhabta | 117 | 85 | 170 | 145 |
| Khardaha * | 21 | 12 | .. | 240 | Saraguchi | 119 | 87 | 167 | 142 |
| Tittaghur † | 22 | 11 | 265 | 240 | Berhampore Court | 125 | 92 | 162 | 137 |
| Barrackpore | 23 | 10 | 263 | 238 | Kasim Bazar | 127 | 95 | 160 | 135 |
| Palta †† | 25 | 8 | .. | 236 | Murshidabad | 131 | 99 | 155 | 130 |
| Ichapur | 26 | 7 | 261 | 236 | Nashipur Road * | 134 | 102 | .. | 127 |
| Shamnagar | 28 | 5 | 259 | 234 | Jiaganj | 136 | 104 | 150 | 126 |
| Kankinara | 31 | 2 | 255 | 231 | Subarnamirgi * | 140 | .. | 146 | 121 |
| Naihati and <i>via</i> | 33 | .. | 254 | 229 | Bhagwangola | 143 | 111 | 144 | 119 |
| Halishahar ‖ (a) | 35 | 3 | 251 | 226 | Krishnapur | 149 | 117 | 137 | 112 |
| Kanchrapara | 37 | 5 | 249 | 224 | Lalgola | 150 | 118 | 136 | 111 |
| Madanpur | 42 | 10 | 245 | 220 | Lalgola Ghat & <i>via</i> | 154 | 122 | 132 | 107 |
| Shimurali | 45 | 12 | 242 | 217 | Aranghata | 60 | 28 | 237 | 212 |
| Chakdaha | 48 | 15 | 239 | 214 | Bogoola | 67 | 35 | 244 | 219 |
| Payaradanga ¶ | 51 | 19 | 235 | 210 | Majdia | 75 | 42 | 252 | 227 |
| Ranaghat and <i>via</i> | 55 | 22 | 232 | 207 | Banpur | 78 | 46 | 252 | 226 |
| Santipur | 67 | 35 | 244 | 219 | Darsana | 84 | 51 | 246 | 221 |
| S. K. Nabadwip Ghat | | | | | Jayrampur | 87 | 55 | 243 | 217 |
| Light Railway— | | | | | Chaudanga | 93 | 60 | 237 | 212 |
| Nabadwip Ghat | 79 | 46 | 223 | 198 | Nilmaniganj | 96 | 64 | 234 | 208 |
| R. M. Branch— | | | | | Munshiganj | 99 | 66 | 231 | 206 |
| Birnagar | 60 | 27 | 227 | 202 | Alamdanga | 103 | 70 | 227 | 202 |
| Badkulla | 65 | 32 | 222 | 197 | Halsa | 108 | 75 | 222 | 197 |
| Krishnagar City | 71 | 39 | 216 | 191 | Poradaha Jn. | 112 | 80 | 217 | 192 |
| Bahadurpur † | 75 | 43 | 211 | 186 | Bharol * | 115 | 83 | 214 | 189 |
| Dhubulia | 79 | 46 | 208 | 183 | Mirpur | 118 | 86 | 212 | 186 |
| Muragachha | 82 | 50 | 205 | 180 | Golbathan | 120 | 88 | 209 | 184 |
| Bethuadahari | 88 | 56 | 198 | 173 | Bhairamara | 124 | 91 | 206 | 180 |
| Sonadanga | 91 | 59 | 196 | 171 | Damukdia | 128 | 96 | 211 | 185 |
| Debagram | 96 | 63 | 191 | 166 | Raita | 133 | 101 | 216 | 190 |
| Paglachandi † | 99 | 66 | .. | 162 | Jagati | 117 | 84 | 222 | 197 |
| Plassey | 102 | 70 | 184 | 159 | Kushtia and <i>via</i> | 120 | 88 | 225 | 200 |
| Rejinagar | 108 | 75 | 179 | 154 | | | | | |

** Open for traffic to and from Mills Sidings only.

†† Open for 50 maunds per day.

† Not open for through booking with foreign railways.

‡ For booking to and from the Mills the usual additional charge must be levied.

‖ Open for booking of Railway Materials and Stores only.

* These are not goods booking stations.

¶ Not open for Coal in full wagon loads.

§ A transhipment charge of Re. 0-6-10 per ton is leviable at Krishnagar City.

(a) Consignments of Coal Dust on account of Messrs. Sanyal & Co. of 29 Strand Road, Calcutta, may be booked to this station. Local arrangements will be made by the E. B. Ry staff to place the wagons at Kanchrapara Brickfield Siding on collection of a siding charge of Re. 0-3-4 per ton which should not be shown on Invoices and Railway Receipts.

| Station | Distance | | | | Station | Distance | | | |
|-------------------|-------------------|-------------|-------------------|-------------|----------------------|-------------------|-------------|-------------------|-------------|
| | Via East Dock Jn. | Via Naihati | Via Manihari Ghat | Via Katihar | | Via East Dock Jn. | Via Naihati | Via Manihari Ghat | Via Katihar |
| | Miles | Miles | Miles | Miles | | Miles | Miles | Miles | Miles |
| Kaligunga * | 122 | 89 | 226 | 201 | Sara-Sirajganj— | 174 | 142 | 200 | 174 |
| Charaikole † | 125 | 93 | 230 | 205 | Bhangoora | 176 | 144 | 202 | 176 |
| Kumarkhali | 128 | 95 | 233 | 208 | Bhangoora Ghat | 176 | 144 | 202 | 176 |
| | | | | | Saratnagar | 179 | 147 | 205 | 179 |
| Khoksa | 132 | 100 | 237 | 212 | Dilpashar ¶ | 183 | 151 | 209 | 183 |
| Machhpara | 136 | 104 | 240 | 216 | Lahiri Mohanpur | 187 | 154 | 211 | 185 |
| Pangsa | 140 | 108 | 245 | 220 | Mohisha Khola † | 188 | 156 | 214 | 188 |
| | | | | | Ullapara | 191 | 158 | 214 | 190 |
| Kalukhali | 145 | 112 | 250 | 224 | Ullapara Ghat | 191 | 159 | 217 | 191 |
| Ramdia | 150 | 118 | 255 | 230 | Salop | 196 | 164 | 222 | 196 |
| Baharpur | 153 | 120 | 258 | 233 | Jamtoil | 199 | 167 | 225 | 199 |
| Arkandi ‡ | 157 | 124 | 262 | 236 | Kalia Haripur ‡ | 203 | 171 | 229 | 203 |
| | | | | | Sirajganj Bazar | 208 | 176 | 234 | 208 |
| Naliagram | 160 | 127 | 265 | 240 | Sirajganj Ghat & via | 159 | 126 | 171 | 140 |
| Madhukhali Jn. | 164 | 132 | 269 | 244 | Gopalpur | 163 | 130 | 167 | 142 |
| Ghoshpur ‡ | 172 | 140 | 277 | 252 | Abdulpur | 169 | 137 | 160 | 135 |
| Boalmari Bazar | 176 | 143 | 281 | 256 | Arani | 175 | 142 | 155 | 130 |
| Sahasrail ‡ | 181 | 149 | 286 | 261 | Nandangachi | 178 | 146 | 151 | 126 |
| | | | | | Sardah Road | 184 | 151 | 146 | 121 |
| Byaspur ‡ | 185 | 152 | 290 | 265 | Harian | 188 | 156 | 141 | 116 |
| Kasiani | 189 | 156 | 294 | 268 | Rajshahi | 185 | 163 | 134 | 109 |
| Bhatiapara Ghat | 191 | 158 | 296 | 271 | Sitlai | 178 | 169 | 128 | 102 |
| Kamarkhali Ghat | 171 | 138 | 276 | 251 | Khetur Road | 174 | 173 | 123 | 98 |
| Belgachhi | 149 | 116 | 254 | 228 | Lalitnagar | 176 | 187 | 126 | 101 |
| | | | | | Chapai-Nawabganj | 166 | 134 | 170 | 145 |
| Surjanagar ¶ | 152 | 120 | 257 | 232 | Malanchi | 173 | 141 | 177 | 152 |
| Rajbari | 155 | 123 | 260 | 235 | Nator | 178 | 145 | 182 | 156 |
| Dadsi * | 157 | 125 | 261 | 236 | Basudebpur | 182 | 150 | 186 | 161 |
| Pachooria Jn. | 160 | 127 | 265 | 239 | Madhnagar | 188 | 155 | 187 | 161 |
| Khankhanapur | 163 | 131 | 268 | 243 | Atrai Ghat | 192 | 160 | 182 | 157 |
| | | | | | Raghurampur ‡ | 196 | 164 | 178 | 153 |
| Basantapur | 166 | 134 | 271 | 246 | Raninagar | 201 | 168 | 173 | 148 |
| Shivarampur | 168 | 136 | 273 | 248 | Santahar | 206 | 173 | 168 | 143 |
| Ambikapur | 174 | 141 | 279 | 252 | Tilakpur | 212 | 180 | 162 | 137 |
| Faridpur | 175 | 143 | 280 | 255 | Akkelpore | 217 | 184 | 157 | 132 |
| Goalundo | 164 | 132 | 269 | 244 | Jamalganj | 222 | 189 | 153 | 127 |
| Goalundo Ghewar | | | | | Jaypur Hat | 228 | 195 | 146 | 121 |
| Bazar | 164 | 132 | 269 | 244 | Panchabibi | 234 | 202 | 140 | 115 |
| Northern Section. | | | | | Hili | 242 | 210 | 132 | 107 |
| Paksey § | 147 | 115 | 182 | 157 | Chorkai | 249 | 217 | 125 | 100 |
| Sara Ghat | 156 | 124 | 182 | 156 | Phulbari | 255 | 223 | 119 | 94 |
| Ishurdi | 152 | 120 | 178 | 152 | Bhowanipore | 261 | 228 | 114 | 88 |
| | | | | | Parbatipur | 266 | 233 | 119 | 93 |
| Sara-Sirajganj— | | | | | Belaichandi †† | | | | |
| Mooladuli | 160 | 128 | 185 | 160 | | | | | |
| Dhanbila ¶ | 165 | 132 | 189 | 164 | | | | | |
| Chatmohar | 168 | 136 | 194 | 168 | | | | | |
| Goakhora | 171 | 139 | 197 | 171 | | | | | |

* These are not goods booking stations.

† Open for local booking only.

‡ Not open for coal in wagon loads.

¶ Open for goods up to 30 maunds per consignment.

§ Open for the receipt for E. B. Ry. Loco. Coal intended for Paksey Power House only.

¶ Open for unresicted booking of Ry. Materials and Stores and for ordinary goods up to 50 maunds only.

†† Closed.

| Station | Distance | | | | Station | Distance | | | |
|----------------------------|-------------------|-------------|-------------------|-------------|---------------------------------|-------------------|-------------|-------------------|-------------|
| | Via East Dock Jn. | Via Naihati | Via Manihari Ghat | Via Katihar | | Via East Dock Jn. | Via Naihati | Via Manihari Ghat | Via Katihar |
| | Miles | Miles | Miles | Miles | | Miles | Miles | Miles | Miles |
| Saidpur .. | 270 | 237 | 123 | 98 | Rangpur .. | 284 | 251 | 137 | 112 |
| Daroani .. | 277 | 245 | 130 | 105 | Bhutsara .. | 290 | 258 | 143 | 118 |
| Nelphamari .. | 282 | 250 | 135 | 110 | Kaunia .. | 295 | 262 | 148 | 122 |
| Domar .. | 293 | 260 | 146 | 120 | Tista .. | 299 | 265 | 151 | 125 |
| Chilhati .. | 303 | 270 | 156 | 130 | Singherdabrihat .. | 302 | 269 | 155 | 130 |
| Haldibari .. | 309 | 277 | 162 | 137 | | | | | |
| Mandal Ghat .. | 316 | 284 | 169 | 144 | Bajarhat .. | 305 | 272 | 158 | 133 |
| Jalpaiguri .. | 323 | 290 | 176 | 150 | Tograihat .. | 308 | 275 | 161 | 135 |
| Belakoba .. | 333 | 300 | 186 | 160 | Kurigram .. | 313 | 280 | 166 | 140 |
| Siliguri and <i>via</i> .. | 346 | 313 | 199 | 173 | Mohendranagar .. | 303 | 270 | 156 | 130 |
| Annadanagar .. | 294 | 261 | 151 | 126 | Lalmanirhat and <i>via</i> .. | 305 | 273 | 158 | 133 |
| Pirgachha .. | 289 | 256 | 156 | 131 | Moghalhat .. | 311 | 279 | 164 | 139 |
| Choudhurani .. | 285 | 252 | 160 | 134 | Gitaldaha Jn. and <i>via</i> .. | 313 | 281 | 166 | 141 |
| Bamandanga .. | 279 | 247 | 165 | 140 | Bamanhat .. | 321 | 289 | 174 | 149 |
| Naldanga .. | 275 | 243 | 169 | 144 | Bhurungamari .. | 327 | 294 | 180 | 155 |
| Kamarpara .. | 272 | 239 | 173 | 147 | Pateswari § .. | 329 | 297 | 182 | 157 |
| Gaibanda .. | 264 | 232 | 180 | 155 | Sonahat .. | 333 | 301 | 186 | 161 |
| Trimohini † .. | 261 | 228 | 184 | 158 | Golakganj .. | 337 | 305 | 190 | 165 |
| Badiakhali Road .. | 258 | 225 | 187 | 162 | Balajan .. | 341 | 308 | 194 | 169 |
| Bonarpara .. | 252 | 220 | 192 | 167 | Gauripur .. | 345 | 313 | 198 | 173 |
| Bharatkhal .. | 257 | 224 | 197 | 171 | Dhubri .. | 349 | 317 | 202 | 177 |
| | | | | | <i>Via</i> Dhubri Ghat .. | 350 | 318 | 203 | 178 |
| Fulchhari .. | 260 | 227 | 199 | 174 | Moterjhar .. | 340 | 308 | 193 | 168 |
| Tista Mukh Ghat * .. | 261 | 228 | 201 | 176 | Basbari .. | 345 | 312 | 198 | 172 |
| Mahimaganj .. | 248 | 215 | 197 | 172 | Tipkai .. | 356 | 323 | 209 | 183 |
| Mahimaganj Ghat .. | 249 | 216 | 197 | 172 | Sapatgram .. | 361 | 329 | 214 | 189 |
| Sonatola .. | 243 | 211 | 201 | 176 | Fakiragram .. | 367 | 334 | 220 | 194 |
| | | | | | Kokrajhar .. | 373 | 340 | 226 | 200 |
| Sukanpukur .. | 235 | 203 | a208 | a182 | | | | | |
| Gabtali .. | 232 | 199 | a204 | a179 | Basugaon .. | 383 | 350 | 236 | 211 |
| Bogra .. | 226 | 193 | a198 | a173 | Bongaigaon .. | 391 | 359 | 244 | 219 |
| Kahaloo .. | 219 | 187 | a192 | a166 | Chaprakata .. | 395 | 362 | 248 | 223 |
| Talora .. | 214 | 181 | a186 | a161 | Bijni .. | 401 | 368 | 254 | 228 |
| | | | | | Sorbhog .. | 412 | 380 | 265 | 240 |
| Nasratpur .. | 207 | 175 | a180 | a154 | | | | | |
| Adamdighi .. | 206 | 173 | a178 | a153 | Barpeta Road .. | 417 | 385 | 270 | 245 |
| Kholahati .. | 265 | 233 | 118 | 93 | Sorupeta .. | 424 | 392 | 277 | 252 |
| Badarganj .. | 270 | 238 | 123 | 98 | Pathshala .. | 431 | 398 | 284 | 258 |
| Shampur .. | 275 | 244 | 128 | 104 | Tihu .. | 436 | 404 | 289 | 264 |

* Open for 50 maunds per consignment.

† Not open for coal in wagon loads.

§ Open for 20 maunds per day.

(a) These distances are *via* Parbatipur and Santahar. The distances for charge *via* Parbatipur and Kaunia are as shown below :—

| Station | <i>Via</i> Katihar | <i>Via</i> Manihari Ghat |
|---------------|--------------------|--------------------------|
| | Miles | Miles |
| Sukanpukur .. | 184 | 209 |
| Gabtali .. | 188 | 213 |
| Bogra .. | 194 | 219 |
| Kahaloo .. | 200 | 225 |
| Talora .. | 206 | 231 |
| Nasratpur .. | 212 | 237 |
| Adamdighi .. | 213 | |

| Station | Distance | | | | Station | Distance | | | |
|------------------------|-------------------|-------------|-------------------|-------------|-----------------------|-------------------|-----------------|-------------------|-------------|
| | Via East Dock Jn. | Via Naihati | Via Manihari Ghat | Via Katihar | | Via East Dock Jn. | Via Naihati (a) | Via Manihari Ghat | Via Katihar |
| | Miles | Miles | Miles | Miles | | Miles | Miles | Miles | Miles |
| Nalbari .. | 447 | 415 | 300 | 275 | Bangalbaree .. | 304 | 272 | 69 | 44 |
| Kaithal Kuchi \|\| .. | 441 | 408 | 294 | 269 | Baiganj .. | 298 | c266 | 63 | 38 |
| Ghograpar \|\| .. | 451 | 420 | 306 | 281 | Kachna .. | 291 | c259 | 56 | 31 |
| Rangiya .. | 458 | 425 | 311 | 286 | | | | | |
| Putimari \|\| .. | 465 | 432 | 318 | 292 | Kishanganj and via .. | 320 | c288 | 85 | 59 |
| Baihata .. | 467 | 435 | 320 | 295 | Kanki .. | 311 | c279 | 76 | 51 |
| Chutiapara .. | 474 | 441 | 327 | 301 | Dalkolha .. | 302 | c270 | 67 | 42 |
| | | | | | | | | | |
| Amingaon and via .. | 480 | 447 | 333 | 308 | Sudhani .. | 291 | c259 | 56 | 31 |
| Pandu and via .. | 482 | 449 | 335 | 310 | Barsoi Ghat .. | 286 | c254 | 51 | 26 |
| Joreswar .. | 467 | 434 | 320 | 295 | Salmari .. | 279 | d247 | 44 | 19 |
| Choirubari .. | 475 | 442 | 328 | 302 | | | | | |
| Fangla .. | 482 | 449 | 335 | 309 | Jhaui \|\| .. | 275 | 243 | 40 | 15 |
| Harisinga .. | 489 | 456 | 342 | 316 | Sonaili .. | 271 | d239 | 36 | 11 |
| Udalguri .. | 497 | 464 | 350 | 324 | Dandkhora .. | 266 | d233 | 31 | 6 |
| | | | | | | | | | |
| Rowta Bagan .. | 504 | 471 | 357 | 331 | Katihar and via .. | 261 | d228 | 26 | .. |
| Majbat .. | 510 | 477 | 363 | 337 | Rautara .. | 269 | d237 | 34 | 8 |
| Hugrajuli .. | 515 | 482 | 368 | 342 | Ranipatra \|\| .. | 273 | 241 | 38 | 13 |
| Dhekiajuli Road .. | 520 | 487 | 373 | 347 | | | | | |
| Visamari (b) .. | 530 | 497 | 383 | 357 | Purnea .. | 277 | d245 | 42 | 17 |
| Rangapara North (b) .. | 535 | 502 | 388 | 362 | Purnea Court .. | 281 | d249 | 46 | 20 |
| | | | | | Kirtyanandnagar .. | 286 | d254 | 51 | 26 |
| Behar Section. | | | | | | | | | |
| | | | | | Sarsi .. | 294 | d262 | 59 | 34 |
| Manmathapur .. | 265 | 232 | 109 | 84 | Banmankhi .. | 300 | d268 | 65 | 40 |
| Chirir Bandar .. | 270 | 237 | 105 | 79 | Janakinagar .. | 305 | d273 | 70 | 44 |
| Kaugaoon .. | 274 | 242 | 100 | 75 | | | | | |
| Dinajpur .. | 279 | 247 | 95 | 70 | Murliganj .. | 312 | d280 | 77 | 52 |
| | | | | | Aurahi .. | 306 | d274 | 71 | 46 |
| Dinajpur Ruhea Branch— | | | | | Barharakothi .. | 310 | d278 | 75 | 50 |
| Bajnagar .. | 285 | 252 | 100 | 75 | | | | | |
| Mungulpur .. | 290 | 257 | 105 | 80 | Behariganj .. | 317 | d285 | 82 | 57 |
| Setabganj .. | 297 | 265 | 113 | 87 | Kasba .. | 282 | d250 | 47 | 22 |
| Pirganj .. | 305 | 273 | 121 | 96 | Garh Banaili .. | 285 | d253 | 50 | 25 |
| | | | | | | | | | |
| Bhomradha .. | 311 | 278 | 126 | 101 | Jalalgarh .. | 289 | d256 | 54 | 29 |
| Shibganj .. | 316 | 283 | 131 | 106 | Kusiargaon .. | 296 | d264 | 61 | 36 |
| Thakurgaon Road .. | 319 | 287 | 135 | 109 | Arariya .. | 304 | d272 | 69 | 44 |
| Akhanagar .. | 324 | 291 | 139 | 114 | | | | | |
| Ruhea .. | 329 | 296 | 144 | 119 | Arariya Court .. | 301 | d269 | 66 | 41 |
| | | | | | Simraha .. | 311 | d279 | 76 | 51 |
| Biral .. | 285 | 253 | 89 | 64 | Forebcsganj .. | 319 | d287 | 84 | 59 |
| Radhikapur .. | 291 | 259 | 83 | 58 | | | | | |
| Dalimgaon .. | 295 | 263 | 79 | 54 | Bathnaha .. | 323 | d291 | 88 | 63 |
| Kaliaganj .. | 299 | 266 | 76 | 50 | Jogbani .. | 327 | d295 | 92 | 67 |
| | | | | | Manshahi .. | 266 | d234 | 20 | 6 |

|| Open for 30 maunds per consignment.

(a) The distances between Naihati and stations Raiganj to Katihar, including Katihar-Godagari section and Kissenganj and Jogbani extensions are *via* Lalgola Ghat. In calculating through rates per ton for coal, coke and patent fuel to these stations *via* Naihati, the Lalgola ferry charge of Re. 0-11-4 per ton should be added.

(b) Not yet opened.

(c) For distances between *via* Naihati and these stations *via* Parhatipur, see page 386 of this Tariff.

(e) The distance *via* Santahar is 278 miles.

(d) For distances between *via* Naihati and these stations *via* Abdulpur and Amnura, see page 386 of this Tariff.

E. B. Ry.

| Station | Distance | | | | Station | Distance | | | |
|-----------------------------|-------------------|-----------------|-------------------|-------------|----------------------------------|-------------------|-----------------|-------------------|-------------|
| | Via East Dock Jn. | Via Naihati (a) | Via Manihari Ghat | Via Katihar | | Via East Dock Jn. | Via Naihati (a) | Via Manihari Ghat | Via Katihar |
| Katihar-Godagari Extension. | Miles | Miles | Miles | Miles | C. B. S. Railway— | Miles | Miles | Miles | Miles |
| Manihari .. | 276 | 244 | 10 | 16 | Falimari .. | 317 | 285 | 170 | 145 |
| Via Manihari Ghat .. | 286 | 251 | .. | 26 | Dinhata .. | 321 | 289 | 174 | 149 |
| Godagari .. | 154 | d122 | 132 | 107 | Bhetaguri .. | 326 | 294 | 179 | 154 |
| Digram (c) .. | 161 | d129 | 126 | 100 | Dewan Hat .. | 329 | 297 | 182 | 157 |
| Amnura .. | 168 | d136 | 118 | 93 | Cooch Behar § .. | 335 | 303 | 188 | 163 |
| Nachoul .. | 175 | d143 | 111 | 86 | Baneswar .. | 341 | 309 | 194 | 169 |
| Rohanpur .. | 184 | d152 | 102 | 77 | Alipur Duar .. | 347 | 315 | 200 | 175 |
| Singhabad .. | 191 | d159 | 95 | 70 | Damanpur .. | 352 | 320 | 205 | 180 |
| Mochia .. | 199 | d167 | 87 | 62 | Raja-Bhat Khawa .. | 357 | 325 | 210 | 185 |
| Malda .. | 203 | d171 | 83 | 58 | Buxa Road .. | 363 | 331 | 216 | 191 |
| Nimasarai .. | 207 | d175 | 80 | 54 | Jainti .. | 366 | 334 | 219 | 194 |
| Adina * .. | 212 | 179 | 77 | 49 | Raja-Bhat Khawa-Dalsingpara Br.— | 361 | 329 | 214 | 189 |
| Eklakhi .. | 215 | d183 | 71 | 46 | Garopara .. | 365 | 333 | 218 | 193 |
| Kumarganj (c) .. | 219 | 187 | 67 | 42 | Kalchini .. | 366 | 334 | 219 | 194 |
| Shamsi .. | 225 | d193 | 62 | 36 | Hamiltonganj .. | 371 | 339 | 224 | 199 |
| Bhaluka Road .. | 231 | d199 | 55 | 30 | Hasimara .. | 375 | 343 | 228 | 203 |
| Harishchandrapur .. | 237 | d205 | 49 | 24 | Dalsingpara .. | 375 | 343 | 228 | 203 |
| Kumedpur .. | 242 | d210 | 45 | 14 | | | | | |
| Lava .. | 246 | d214 | 41 | 15 | | | | | |
| Kuretha .. | 254 | d222 | 32 | 7 | | | | | |

* This is not a goods booking station. (c) Open for goods up to 20 mds. per day.

§ In booking to Cooch Behar station an extra charge of Re. 0-13-7 per ton at Cooch Behar is to be levied in addition to the through rates to Cooch Behar. (a) For foot-note see page 385.

(d) For distances between via Naihati and these stations via Abdulpur and Amnura, see below of this page.

The following are the distances from *via* Naihati to certain stations on the E. B. Railway *via* Parbatipur.

| Station to | Miles | Station to | Miles | Station to | Miles |
|------------------------------|-------|-------------|-------|---------------|-------|
| Kachna .. | 286 | Kanki .. | 318 | Sudhani .. | 299 |
| Kishanganj and <i>via</i> .. | 327 | Dalkolha .. | 309 | Barsoighat .. | 293 |

The following are the distances from *via* Naihati to certain stations on the E. B. Railway *via* Abdulpur and Amnura.

| Station to | Miles | Station to | Miles | Station to | Miles | Station to | Miles |
|---------------------------|-------|-----------------|-------|---------------|-------|---------------------|-------|
| Salmaria .. | 290 | Janakinagar .. | 316 | Simraha .. | 322 | Singhabad .. | 202 |
| Sonaili .. | 282 | Murliganj .. | 323 | Forbesganj .. | 330 | Mochia .. | 210 |
| Dandkhora .. | 277 | Aurahi .. | 317 | Bathnaha .. | 334 | Malda .. | 214 |
| Katihar and <i>via</i> .. | 272 | Barharakothi .. | 321 | Jogbani .. | 338 | Nimasarai .. | 218 |
| Rautara .. | 280 | Behariganj .. | 328 | Manshahi .. | 277 | Eklakhi * .. | 226 |
| Purnea .. | 288 | Kasba .. | 293 | Godagari .. | 193 | Shamsi .. | 236 |
| Purnea Court .. | 292 | Garh Banaili .. | 296 | Digram * .. | 187 | Bhaluka Road .. | 242 |
| Kirtyanandnagar .. | 297 | Jalalgarh .. | 300 | Amnura .. | 179 | Harishchandrapur .. | 248 |
| Sarsi .. | 305 | Kustargaon .. | 307 | Nachoul * .. | 186 | Lava .. | 257 |
| Banmankhi .. | 311 | Arariya .. | 315 | Rohanpur .. | 195 | Kuretha .. | 265 |

* Not open for Coal in full wagon loads.

Note.—In calculating through rates on these distances the transshipment charge of Re. 0-6-10 per ton leviable at Parbatipur or Amnura should be added.

E. B. Ry.

The following are the distances to stations on the Dacca Section and on the Mymensingh-Jagannathganj Railway including Singhjani-Fulchhari Extension from the undermentioned Junctions, by all-rail route, *via* Fulchhari:—

| Station | <i>Via</i> East Dock | <i>Via</i> Naihati | <i>Via</i> Manihari Ghat | <i>Via</i> Katihar |
|------------------------------------------|----------------------|--------------------|--------------------------|--------------------|
| Dacca Section | Miles | Miles | Miles | Miles |
| Narayanganj and <i>via</i> | 417 | 384 | 356 | 331 |
| Postgolah | same | rates as to | Narayan ganj. | |
| Chashara * | 418 | 385 | .. | 333 |
| Dolaiganj * | 411 | 376 | .. | 326 |
| Dacca | 407 | 374 | 346 | 321 |
| Tcjgaon | 403 | 370 | 342 | 317 |
| Kurmitolla † | 399 | 366 | 338 | 313 |
| Tangi and <i>via</i> | 393 | 360 | 332 | 307 |
| Dirasram * | 389 | 356 | 328 | 303 |
| Jaydebpur | 386 | 353 | 325 | 300 |
| Rajendrapur | 379 | 346 | 318 | 293 |
| Sripur | 372 | 339 | 311 | 286 |
| Satkhamair | 370 | 337 | 309 | 284 |
| Kaoraid | 364 | 331 | 303 | 278 |
| Moshakhali | 359 | 326 | 298 | 273 |
| Gafargaon | 354 | 321 | 293 | 268 |
| Dhala | 348 | 315 | 287 | 262 |
| Ram Amritaganj | 346 | 313 | 285 | 260 |
| Senbari † | 342 | 309 | 281 | 256 |
| Kalir Bazar | 340 | 307 | 279 | 254 |
| Sutiakhali | 335 | 302 | 274 | 249 |
| Mymensingh-Jagannathganj Railway— | | | | |
| Mymensingh Junction and <i>via</i> | 331 | 298 | 270 | 245 |
| Baiganbari | 323 | 290 | 262 | 237 |
| Bidyaganj | 320 | 287 | 259 | 234 |
| Piyarpur | 314 | 281 | 253 | 228 |
| Narundi | 309 | 276 | 248 | 223 |
| Nandina | 304 | 271 | 243 | 218 |
| Singhjani Jn. | 298 | 265 | 237 | 212 |
| Kendua Kalibari | 303 | 270 | 242 | 217 |
| Bausi | 309 | 276 | 248 | 223 |
| Sarisabari | 313 | 280 | 252 | 227 |
| Jagannathganj | 314 | 281 | 253 | 228 |
| Singhjan-Fulchhari Extension— | | | | |
| Dagi | 290 | 257 | 229 | 204 |
| Durmut | 285 | 252 | 224 | 199 |
| Dharmakura | 282 | 249 | 221 | 196 |
| Prodyotnagar | 276 | 243 | 215 | 190 |
| Bahadurabad | 272 | 239 | 212 | 186 |

Note.—The ferry distance between Fulchhari-Bahadurabad is taken as 12 miles which is included in these milages. Separate ferry charge is not levied.

† Not open for through booking with Foreign Railways.

* These are not goods booking stations.

EBR (Via Naihati)

Table of through rates per ton for **Public Coal, Coke and Patent Fuel**, in full wagon loads, at **Owner's risk**, from the undermentioned E. I. RY. Colliery stations to the following stations on the Eastern Bengal Railway.

Via Naihati.

| Station | Onal | Ukhra | Pandaveswar | Samla No. 4 | Darulah siding | Palasthali | Panchra |
|----------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Agarpara* ... | 2 15 0 | 3 3 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 10 0 | 3 6 0 |
| Akkalpore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Akra ... | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 3 0 | 3 15 0 |
| Alandanga ... | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 5 1 0 | 4 12 0 |
| Amnura ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Aranghata ... | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 1 0 | 3 12 0 |
| Atrai Ghat ... | 6 1 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Badkulia ... | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 | 4 1 0 | 3 12 0 |
| Ballygunge Jn. ... | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 1 0 | 3 12 0 |
| Banpur ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 8 0 | 4 3 0 |
| Baraset ... | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 1 0 | 3 12 0 |
| Via Baraset § | 3 4 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 15 0 | 3 10 0 |
| Barrackpore ... | 2 15 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 3 0 | 3 10 0 | 3 6 0 |
| Barulpur ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 6 0 | 4 1 0 |
| Basantapur ... | 5 10 0 | 5 12 0 | 5 15 0 | 5 15 0 | 5 15 0 | 6 3 0 | 5 15 0 |
| Basudebpur ... | 5 12 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 5 0 | 6 3 0 |
| Beldanga ... | 4 8 0 | 4 12 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 3 0 | 4 15 0 |
| Belgachhi ... | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 15 0 | 5 10 0 |
| Benapol ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 8 0 | 4 3 0 |
| Berhampore Court ... | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 5 0 | 5 3 0 |
| Bethuadahari ... | 3 15 0 | 4 1 0 | 4 13 0 | 4 3 0 | 4 6 0 | 4 10 0 | 4 6 0 |
| Bhabta ... | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 5 0 | 5 1 0 |
| Bhagwangola ... | 5 3 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 12 0 | 5 8 0 |
| Bhairamara ... | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 1 0 | 5 5 0 | 5 3 0 |
| Bhangoora Ghat ... | 5 12 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 5 0 | 6 3 0 |
| Bhowanipore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Birnagar ... | 3 3 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 15 0 | 3 10 0 |
| Bogoola ... | 3 6 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 3 0 | 3 15 0 |
| Bongaon ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 6 0 | 4 1 0 |
| Budge-Budge (b) ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 6 0 | 4 1 0 |
| Canning ... | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 10 0 | 4 6 0 |
| Chakdaha ... | 2 15 0 | 3 3 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 10 0 | 3 6 0 |
| Champahati ... | 3 8 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 3 0 | 3 15 0 |
| Chapai Nawabganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 1 0 | 6 5 0 | 6 5 0 |
| Chengutla ... | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 3 0 | 5 1 0 |

* This is not a goods booking station, but is open for traffic to and from Kamarhaty and Barnagore Jute Mills. The Mill Siding charges must be levied in addition.

§ On traffic booked via Baraset Jn. to stations on the Baraset and Basirhat Light Railway, a transshipment charge Re 0-4-7 per ton due to the E. B. Ry. at Baraset must be levied in addition to these rates.

(b) In booking to the Mill Sidings connected with Budge-Budge station the usual siding charge must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra |
|-------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Chorkai ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chuadanga ... | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 12 0 | 4 8 0 |
| Dakshin Barasat | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 8 0 | 4 3 0 |
| Dattapukur ... | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 3 0 | 3 15 0 |
| Daulatpur ... | 5 1 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 10 0 | 5 5 0 |
| Darsana ... | 3 12 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 8 0 | 4 3 0 |
| Debagram ... | 4 1 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 12 0 | 4 8 0 |
| Deula § ... | 3 15 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 10 0 | 4 6 0 |
| Dhubulia ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 8 0 | 4 3 0 |
| Diamond-Harbour | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 12 0 | 4 8 0 |
| Dum-Dum Cant. | 3 3 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 15 0 | 3 1 0 |
| Faridpur ... | 5 12 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 5 0 | 6 10 0 |
| Goalundo (c) | 5 11 0 | 5 13 0 | 5 13 0 | 5 13 0 | 6 0 0 | 6 4 0 | 6 0 0 |
| Via Goalundo (a) | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 13 0 | 6 1 0 | 5 13 0 |
| Gobardanga | 3 12 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 8 0 | 4 3 0 |
| Gopalnagar ... | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 3 0 | 3 15 0 |
| Guma ... | 3 8 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 3 0 | 3 15 0 |
| Habra ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 6 0 | 4 1 0 |
| Halsa ... | 4 6 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | 5 1 0 | 4 12 0 |
| Hotar ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 6 0 | 4 1 0 |
| Hili ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jadabpur ... | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 1 0 | 3 12 0 |
| Jalpaiguri ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 5 0 |
| Jagati ... | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 3 0 | 5 1 0 |
| Jamalganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jamtoil ... | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jaynagar Mazilpur | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 10 0 | 4 6 0 |
| Jayrampur ... | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 10 0 | 4 6 0 |
| Jaypurhat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jessore ... | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 5 1 0 | 4 12 0 |
| Via Jessore† | 4 4 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 15 0 | 4 10 0 |
| Jhikargacha Ghat | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 12 0 | 4 8 0 |
| Jiaganj ... | 5 1 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 10 0 | 5 5 0 |
| Kalighat ... | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 1 0 | 3 12 0 |

(a) These rates are for traffic to stations on the Steamer service. The usual transhipment charge and the Ghat charges must be levied in addition. The route is restricted at present.

(c) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-3-0 per ton and apply also to Goalundo Ghewar Bazar. In the case of coal for the India General Navigation and Ry. and Rivers Steam Navigation Companies, booked to Goalundo these rates will be reduced by one anna per ton.

† In booking via Jessore to J. J. Ry. stations, the usual transhipment charge must be levied in addition.

§ Coal in full wagon loads can be booked to the ghat siding at Deula and not to Deula station itself. The siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

EBR (via Naihati)

| Station | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat. | Kalpahari | Asansol | Dharka | Jainti Siding |
|----------------------|-----------|--------------------------------------|----------------|-----------|-----------|-----------|---------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Agarpara* ... | 3 1 0 | 3 1 0 | 3 1 0 | 3 6 0 | 3 6 0 | 3 6 0 | 4 6 0 |
| Akkelpore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Akra ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 15 0 |
| Alamdanga ... | 4 6 0 | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 5 8 0 |
| Amnura ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Aranghata ... | 3 6 0 | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 10 0 |
| Atrai Ghat ... | 6 1 0 | 6 1 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Badkulla ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 4 12 0 |
| Ballygunge Jn. ... | 3 6 0 | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 10 0 |
| Banpur ... | 3 12 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 5 1 0 |
| Baraset ... | 3 6 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 | 4 10 0 |
| Via Baraset † ... | 3 4 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 10 0 | 4 8 0 |
| Barrackpore ... | 2 15 0 | 2 15 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 3 0 | 4 3 0 |
| Baruipur ... | 3 10 0 | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 15 0 |
| Basantapur ... | 5 12 0 | 5 12 0 | 5 12 0 | 5 15 0 | 5 15 0 | 5 15 0 | 6 5 0 |
| Basudebpur ... | 5 15 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 3 0 | 6 3 0 | 6 5 0 |
| Beldanga ... | 4 10 0 | 4 10 0 | 4 10 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 12 0 |
| Belgachhi ... | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 10 0 | 5 10 0 | 6 5 0 |
| Benapol ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 5 1 0 |
| Berhampore Court ... | 4 15 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 15 0 |
| Bethuadahari ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 5 3 0 |
| Bhabta ... | 4 12 0 | 4 12 0 | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 12 0 |
| Bhagwangola ... | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 6 5 0 |
| Bhairamara ... | 4 15 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 15 0 |
| Bhangoora Ghat ... | 5 15 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 3 0 | 6 5 0 |
| Bhowanipore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Binagar ... | 3 6 0 | 3 6 0 | 3 6 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 10 0 |
| Bogoola ... | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 12 0 |
| Bongaon ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 5 1 0 |
| Budge-Budge (b) ... | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 15 0 |
| Canning ... | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 5 3 0 |
| Chakdaha ... | 3 1 0 | 3 1 0 | 3 1 0 | 3 6 0 | 3 6 0 | 3 6 0 | 4 6 0 |
| Champahati ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 15 0 |
| Chapai Nawabganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chengutia ... | 4 10 0 | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 12 0 |

* This is not a goods booking station, but is open for traffic to and from Kamarhatti and Barnagore Jute Mills. The Mill Siding charges must be levied in addition.

† On traffic booked via Baraset Jn., to stations on the Baraset and Basirhat Light Railway, a transhipment charge Re. 0-4-7 per ton due to the E. B. Ry. at Baraset must be levied in addition to these rates.

(b) In booking to the Mill Sidings connected with Budge-Budge Station the usual siding charges must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of $12\frac{1}{2}$ per cent. of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge of Re. 0-2-0 per ton is leviable on soft coke.

| Station | Raniganj | Raniganj Siding Bengal Coal Co.) | Raniganj Ghat. | Kalipahari | Asansol | Dharka | Jainti Siding |
|-----------------------|----------|-------------------------------------|----------------|------------|---------|--------|---------------|
| Chorkal ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chuadanga ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 5 5 0 |
| Daskhin Barasat ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 5 3 0 |
| Dattapukur ... | 3 8 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 12 0 |
| Daulatpur ... | 5 1 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 5 0 | 5 5 0 | 6 1 0 |
| Darsana ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 3 0 | 4 3 0 | 4 3 0 | 5 3 0 |
| Debagram ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 8 0 | 4 8 0 | 4 8 0 | 5 5 0 |
| Deula § ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 5 3 0 |
| Dhubulia ... | 3 12 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 5 1 0 |
| Diamond Harbour ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 5 5 0 |
| Dum-Dum Cant. ... | 3 3 0 | 3 3 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 4 8 0 |
| Faridpur ... | 5 12 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 5 0 |
| Goalundo (c) ... | 5 11 0 | 5 11 0 | 5 13 0 | 5 13 0 | 6 0 0 | 6 0 0 | 6 6 0 |
| Via Goalundo(a) ... | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 13 0 | 5 13 0 | 6 3 0 |
| Gobardanga ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 3 0 | 4 3 0 | 4 3 0 | 5 5 0 |
| Gopalnagar ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 15 0 |
| Guma ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 15 0 |
| Habra ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 5 1 0 |
| Halsa ... | 4 8 0 | 4 8 0 | 4 8 0 | 4 12 0 | 4 12 0 | 4 12 0 | 5 10 0 |
| Hotar ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 5 1 0 |
| Hili ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jadabpur ... | 3 6 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 | 4 10 0 |
| Jagati ... | 4 12 0 | 4 12 0 | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 12 0 |
| Jalpaiguri ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 10 0 |
| Jamalganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jamtoil ... | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jaynagar Mazilpur ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 5 3 0 |
| Jayrampur ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 5 3 0 |
| Jaypurhat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jessore ... | 4 6 0 | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 5 8 0 |
| Via Jessore ¶ ... | 4 4 0 | 4 4 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 5 6 0 |
| Jhikargacha Ghat ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 5 5 0 |
| Jhaganj ... | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 6 3 0 |
| Kalighat ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 4 12 0 |

(a) These rates are for traffic to stations on the Steamers services. The usual transhipment charge and the Ghat charges must be levied in addition. The route is restricted at present.

(b) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-3-0 per ton and apply also to Goalundo Ghewar Bazar. In the case of coal for the India General Navigation and Ry. and Rivers Steam Navigation Companies booked to Goalundo these rates will be reduced by one anna per ton.

¶ In booking via Jessore to J. J. Ry. stations, the usual transhipment charge must be levied in addition.

§ Coal in full wagon loads can be booked to the ghat siding at Deula and not to Deula station itself. The siding charge must be levied in addition.

*Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

EBR (via Naihati)

| Station | Karmatar | Sitampur | Shamdi | Kulti | Barakar | Mugma | Mugma West |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Agarpara* ... | 4 3 0 | 3 8 0 | 3 10 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 |
| Akkelpore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Akra ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 |
| Alamdanga ... | 5 5 0 | 4 12 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 1 0 |
| Amnura ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Aranghata ... | 4 8 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 |
| Atrai Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Badkulla ... | 4 10 0 | 3 15 0 | 4 1 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 |
| Ballygunge Jn. ... | 4 8 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 |
| Banpur ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 |
| Baraset ... | 4 8 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 |
| Via Baraset ¶ | 4 6 0 | 3 10 0 | 3 13 0 | 3 13 0 | 3 13 0 | 3 15 0 | 3 15 0 |
| Barrackpore ... | 4 1 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 |
| Baruipur ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 |
| Basantapur ... | 6 5 0 | 6 1 0 | 6 3 0 | 6 1 0 | 6 1 0 | 6 3 0 | 6 3 0 |
| Basudebpur ... | 6 5 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Beldanga ... | 5 10 0 | 5 1 0 | 5 3 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 |
| Belgachhi ... | 6 3 0 | 5 10 0 | 5 12 0 | 5 12 0 | 5 12 0 | 5 15 0 | 5 15 0 |
| Benapoi ... | 4 15 0 | 4 3 0 | 4 8 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 |
| Berhampore Court ... | 5 12 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 8 0 |
| Bethuadahari ... | 5 3 0 | 4 8 0 | 4 10 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 12 0 |
| Bhabta ... | 5 10 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 |
| Bhagwangola ... | 6 3 0 | 5 10 0 | 5 12 0 | 5 10 0 | 5 10 0 | 5 12 0 | 5 12 0 |
| Bhairamara ... | 5 12 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 |
| Bhangoora Ghat ... | 6 5 0 | 6 3 0 | 6 5 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Bhowanipore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Birnagar ... | 4 8 0 | 3 12 0 | 3 15 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 |
| Bogoola *¶ ... | 4 10 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 |
| Bongaon ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 |
| Budge-Budge (b) ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 |
| Canning ... | 5 1 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 |
| Chakdaha ... | 4 3 0 | 3 8 0 | 3 10 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 |
| Champahati ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 |
| Chapai Nawabganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chengutia ... | 5 10 0 | 5 1 0 | 5 3 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 |

* This is not a goods booking station, but is open for traffic to and from Kamarhatty and Barnagore Jute Mills. The Mill Siding charges must be levied in addition.

¶ On traffic booked via Baraset Jn. to stations on the Baraset and Basirhat Light Railway, a transhipment charge Re. 0-4-7 per ton due to the E. B. Ry. at Baraset must be levied in addition to these rates.

(b) In booking to the Mill Sidings connected with Budge-Budge Station the usual siding charges must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

| Station | Karmatar | Sitarampur | Shamdi | Kulti | Barakar | Mugma | Mugma West |
|-------------------|----------|------------|--------|--------|---------|--------|------------|
| Chorkai ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chuadanga ... | 5 3 0 | 4 8 0 | 4 12 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 |
| Dakshin Barasat | 5 1 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 10 0 | 4 8 0 |
| Dattapukur ... | 4 10 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 |
| Daulatpur ... | 5 15 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 |
| Darsana ... | 5 1 0 | 4 6 0 | 4 8 0 | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 |
| Debagram ... | 5 3 0 | 4 10 0 | 4 12 0 | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 |
| Deula § ... | 5 3 0 | 4 8 0 | 4 10 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 12 0 |
| Bhubulia ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 |
| Diamond-Harbour | 5 3 0 | 4 10 0 | 4 12 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 |
| Dum-Dum Cant. | 4 6 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 |
| Faridpur ... | 6 5 0 | 6 3 0 | 6 5 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Goalundo (c) | 6 6 0 | 6 2 0 | 6 2 0 | 6 2 0 | 6 2 0 | 6 4 0 | 6 4 0 |
| Via Goalundo (a) | 6 3 0 | 5 15 0 | 5 15 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 |
| Gobardanga | 5 1 0 | 4 6 0 | 4 8 0 | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 |
| Gopalnagar ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 |
| Guma ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 |
| Habra ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 |
| Halsa ... | 5 8 0 | 4 15 0 | 5 1 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 |
| Hotar ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 |
| Hili ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jadabpur ... | 4 8 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 |
| Jagati ... | 5 10 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 |
| Jalpaiguri ... | 6 10 0 | 6 5 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 |
| Jamalganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jamtoil ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jaynagar Mazilpur | 5 1 0 | 4 8 0 | 4 10 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 |
| Jayrampur ... | 5 1 0 | 4 8 0 | 4 10 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 |
| Jaypurhat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jessore ... | 5 5 0 | 4 12 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 1 0 |
| Via Jessore† | 5 3 0 | 4 10 0 | 4 13 0 | 4 13 0 | 4 13 0 | 4 15 0 | 4 15 0 |
| Jhikargacha Ghat | 5 3 0 | 4 10 0 | 4 12 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 |
| Jiaganj ... | 6 1 0 | 5 8 0 | 5 10 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 |
| Kalighat ... | 4 8 0 | 3 12 0 | 4 1 0 | 3 15 0 | 3 15 0 | 4 1 0 | 1 1 0 |

(a) These rates are for traffic to stations on the Steamer services. The usual transshipment charge and the Ghat charges must be levied in addition. The route is restricted at present.

(c) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-3-0 per ton and apply also to Goalundo Ghewar Bazar. In the case of coal for the India General Navigation and Ry. and Rivers Steam Navigation Companies, booked to Goalundo these rates will be reduced by one anna per ton.

† In booking via Jessore to J. J. Ry. stations, the usual transshipment charge must be levied in addition.

§ Coal in full wagon loads can be booked to the ghat siding at Deula and not to Deula stations itself. The siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

EBR (via Naihati)

| Station | Kaloobathan | Dhanbad | Jheriah, Pathar- dih, Katragarh, and Kusunda. | Serampur | Kurhurbaree | Domohani No. 2 | Chara |
|----------------------|-------------|-----------|-----------------------------------------------------|-----------|-------------|----------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Agarpara* ... | 3 15 0 | 4 3 0 | 4 6 0 | 5 1 0 | 5 1 0 | 5 3 0 | 3 3 0 |
| Akkelpore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Akra ... | 4 6 0 | 4 12 0 | 4 12 0 | 5 8 0 | 5 8 0 | 5 10 0 | 3 10 0 |
| Alamdanga ... | 5 3 0 | 5 5 0 | 5 8 0 | 6 3 0 | 6 1 0 | 6 3 0 | 4 8 0 |
| Amnura ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Aranghata ... | 4 3 0 | 4 8 0 | 4 10 0 | 5 5 0 | 5 5 0 | 5 5 0 | 3 8 0 |
| Atral Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 3 0 |
| Badkulla ... | 4 3 0 | 4 10 0 | 4 12 0 | 5 8 0 | 5 5 0 | 5 5 0 | 3 10 0 |
| Ballygunge Jn. ... | 4 3 0 | 4 8 0 | 4 10 0 | 5 5 0 | 5 5 0 | 5 5 0 | 3 8 0 |
| Banpur ... | 4 10 0 | 4 15 0 | 5 1 0 | 5 10 0 | 5 10 0 | 5 12 0 | 3 15 0 |
| Baraset ... | 4 3 0 | 4 8 0 | 4 10 0 | 5 5 0 | 5 5 0 | 5 8 0 | 3 8 0 |
| Via Baraset † ... | 4 1 0 | 4 6 0 | 4 8 0 | 5 3 0 | 5 3 0 | 5 6 0 | 3 6 0 |
| Barrackpore ... | 3 12 0 | 4 1 0 | 4 3 0 | 5 1 0 | 5 1 0 | 5 1 0 | 3 1 0 |
| Barulpur ... | 4 8 0 | 4 12 0 | 4 15 0 | 5 10 0 | 5 10 0 | 5 10 0 | 3 12 0 |
| Basantapur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 12 0 |
| Basudebpur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 1 0 |
| Beldanga ... | 5 5 0 | 5 10 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 12 0 |
| Belgachhi ... | 6 1 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 8 0 |
| Benapol ... | 4 10 0 | 5 1 0 | 5 1 0 | 5 12 0 | 5 2 0 | 5 12 0 | 3 15 0 |
| Berhampore Court ... | 5 8 0 | 5 12 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 1 0 |
| Bethuadahari ... | 4 12 0 | 5 3 0 | 5 3 0 | 5 15 0 | 5 15 0 | 5 15 0 | 4 3 0 |
| Bhabta ... | 5 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 6 0 | 6 5 0 | 4 12 0 |
| Bhagwangola ... | 5 15 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 5 0 |
| Bhairamara ... | 5 8 0 | 5 12 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 15 0 |
| Bhangoora Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 15 0 |
| Bhowanipore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 5 0 |
| Birnagar ... | 4 3 0 | 4 8 0 | 4 10 0 | 5 5 0 | 5 5 0 | 5 5 0 | 3 8 0 |
| Bogoola ... | 4 6 0 | 4 10 0 | 4 12 0 | 5 8 0 | 5 8 0 | 5 8 0 | 3 10 0 |
| Bongaon ... | 4 8 0 | 4 15 0 | 4 15 0 | 5 10 0 | 5 10 0 | 5 10 0 | 3 12 0 |
| Budge-Budge (b) ... | 4 8 0 | 4 12 0 | 4 15 0 | 5 10 0 | 5 10 0 | 5 10 0 | 3 12 0 |
| Canning ... | 4 12 0 | 5 1 0 | 5 3 0 | 5 12 0 | 5 12 0 | 5 15 0 | 4 1 0 |
| Chakdaha ... | 3 15 0 | 4 3 0 | 4 6 0 | 5 1 0 | 5 1 0 | 5 3 0 | 3 3 0 |
| Champahati ... | 4 8 0 | 4 12 0 | 4 15 0 | 5 10 0 | 5 8 0 | 5 10 0 | 3 12 0 |
| Chapal Nawabganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chengutia ... | 5 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 12 0 |

* This is not a goods booking station, but is open for traffic to and from Kamarhaty and Barnagore Jute Mills. The Mill Siding charges must be levied in addition.

† On traffic booked via Baraset Jn., to stations on the Baraset and Basirhat Light Railway, a transhipment charge Re. 0-4-7 per ton due to the E. B. Ry. at Baraset must be levied in addition to these rates.

(b) In booking to the Mill Sidings connected with Budge-Budge Station the usual siding charges must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charge at these rate is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is levied on soft coke.

| Station | Kaloobathan | Dhanbad | Jheriah, Pather- dih, Katragarh and Kusunda. | Serampur | Kurhurbaree | Dhmoani No. 2 | Chara |
|-------------------|-------------|-----------|----------------------------------------------------|-----------|-------------|---------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Chorkai ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chuadanga ... | 4 15 0 | 5 3 0 | 5 5 0 | 5 15 0 | 5 15 0 | 6 1 0 | 4 3 0 |
| Dakshin Barasat | 4 10 0 | 5 1 0 | 5 1 0 | 5 12 0 | 5 12 0 | 5 15 0 | 4 1 0 |
| Dattapukur ... | 4 6 0 | 4 10 0 | 4 12 0 | 5 8 0 | 5 8 0 | 5 8 0 | 3 10 0 |
| Daulatpur ... | 5 10 0 | 5 15 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 3 0 |
| Darsana ... | 4 12 0 | 5 1 0 | 5 3 0 | 5 12 0 | 5 12 0 | 5 12 0 | 4 1 0 |
| Debagram ... | 5 1 0 | 5 5 0 | 5 5 0 | 6 1 0 | 6 1 0 | 6 1 0 | 4 6 0 |
| Deula§ ... | 4 12 0 | 5 3 0 | 5 3 0 | 5 15 0 | 5 15 0 | 5 15 0 | 4 3 0 |
| Dhubulia ... | 4 10 0 | 4 15 0 | 5 1 0 | 5 10 0 | 5 10 0 | 5 12 0 | 3 15 0 |
| Diamon-Harbour | 4 15 0 | 5 3 0 | 5 5 0 | 5 15 0 | 5 15 0 | 6 1 0 | 4 3 0 |
| Dum-Dum Cantt. | 4 1 0 | 4 6 0 | 4 8 0 | 5 3 0 | 5 3 0 | 5 5 0 | 3 6 0 |
| Faridpur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 15 0 |
| Goalundo (c) | 6 6 0 | 6 6 0 | 6 6 0 | 6 6 0 | 6 6 0 | 6 6 0 | 5 13 0 |
| Via Goalundo (a) | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 5 10 0 |
| Gobardanga ... | 4 12 0 | 5 1 0 | 5 3 0 | 5 12 0 | 5 12 0 | 5 12 0 | 4 1 0 |
| Gopalnagar ... | 4 6 0 | 4 12 0 | 4 12 0 | 5 8 0 | 5 8 0 | 5 10 0 | 3 10 0 |
| Guma ... | 4 8 0 | 4 12 0 | 4 15 0 | 5 10 0 | 5 8 0 | 5 10 0 | 3 12 0 |
| Habra ... | 4 8 0 | 4 15 0 | 4 15 0 | 5 10 0 | 5 10 0 | 5 10 0 | 3 12 0 |
| Halsa ... | 5 3 0 | 5 8 0 | 5 10 0 | 6 3 0 | 6 3 0 | 6 5 0 | 4 10 0 |
| Hotar ... | 4 8 0 | 4 15 0 | 5 1 0 | 5 10 0 | 5 10 0 | 5 12 0 | 3 12 0 |
| Hilli ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jalpaiguri ... | 6 8 0 | 6 10 0 | 6 10 0 | 6 14 0 | 6 14 0 | 6 14 0 | 6 5 0 |
| Jadabpur ... | 4 3 0 | 4 8 0 | 4 10 0 | 5 5 0 | 5 5 0 | 5 8 0 | 3 8 0 |
| Jagati ... | 5 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 12 0 |
| Jamalganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jamtoll ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jaynagar Mazilpur | 4 12 0 | 5 3 0 | 5 3 0 | 5 12 0 | 5 12 0 | 5 15 0 | 4 1 0 |
| Jayrampur ... | 4 12 0 | 5 3 0 | 5 3 0 | 5 15 0 | 5 15 0 | 5 15 0 | 4 1 0 |
| Jaypurhat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jessore ... | 5 3 0 | 5 5 0 | 5 8 0 | 6 3 0 | 6 1 0 | 6 3 0 | 4 8 0 |
| Via Jessore ‡ | 5 1 0 | 5 3 0 | 5 6 0 | 6 1 0 | 5 15 0 | 6 1 0 | 4 6 0 |
| Jhikargacha Ghat | 4 15 0 | 5 3 0 | 5 5 0 | 5 15 0 | 5 15 0 | 6 1 0 | 4 3 0 |
| Jiaganj ... | 5 12 0 | 6 1 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 3 0 |
| Kalighat ... | 4 3 0 | 4 10 0 | 4 10 0 | 5 5 0 | 5 5 0 | 5 5 0 | 3 8 0 |

(a) These rates are for traffic to stations on the Steamer services. The usual transshipment charge and the Ghat charges must be levied in addition. The route is restricted at present.

(c) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-3-0 per ton and apply also to Goalundo Ghewar Bazar. In the case of coal for the India General Navigation and Ry. and Rivers Steam Navigation Companies booked to Goalundo Passenger Ghat, these rates will be reduced by one anna per ton.

‡ In booking via Jessore to J. J. Ry. stations, the usual transshipment charge must be levied in addition.

§ Coal in full wagon loads can be booked to the ghat siding at Deula and not to Deula station itself. The siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

EBR (via Naihati)

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangi |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Agarpara* ... | 3 3 0 | 3 3 0 | 3 3 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 8 0 |
| Akkelpore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Akra ... | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 |
| Alamdanga ... | 4 8 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 4 15 0 |
| Amnura ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Aranghata ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 3 15 0 |
| Atrai Ghat ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Badkulla ... | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 |
| Ballygunge Jn. ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 3 15 0 |
| Banpur ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 6 0 |
| Baraset ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 |
| Via Baraset ¶ | 3 6 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 13 0 |
| Barrackpore... .. | 3 1 0 | 3 1 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 3 0 | 3 8 0 |
| Baruipur ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 3 0 |
| Basantapur ... | 5 12 0 | 5 12 0 | 5 12 0 | 5 15 0 | 5 15 0 | 5 15 0 | 6 1 0 |
| Basudebpur ... | 5 15 0 | 5 5 0 | 6 1 0 | 6 1 0 | 6 3 0 | 6 3 0 | 6 5 0 |
| Beldanga ... | 4 12 0 | 4 12 0 | 4 12 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 1 0 |
| Belgachhi ... | 5 8 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 12 0 |
| Benapol ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 |
| Berhampore Court ... | 4 15 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 5 0 |
| Bethuadhari ... | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 |
| Bhabta ... | 4 12 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 |
| Bhagwangola ... | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 |
| Bhairamara ... | 4 15 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 5 0 |
| Bhangoora Ghat ... | 5 15 0 | 5 5 0 | 6 1 0 | 6 1 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Bhowanipore ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Birnagar ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 |
| Bogoola ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 |
| Bongaon ... | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 |
| Budge-Budge (b) ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 |
| Canning ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 8 0 |
| Chakdaha ... | 3 3 0 | 3 3 0 | 3 3 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 8 0 |
| Champahati ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 |
| Chapai-Nawabganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chengutia ... | 4 12 0 | 4 12 0 | 4 12 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 1 0 |

* This is not a goods booking station, but is open for traffic to and from Kamarhaty and Barnagore Jute Mills. The Mill Siding charges must be levied in addition.

¶ On traffic booked via Baraset Jn., to stations on the Baraset and Basirhat Light Railway, a transshipment charge Re. 0-4-7 per ton due to the E. B. Ry. at Baraset must be levied in addition to these rates.

(b) In booking to the Mill Sidings connected with Budge-Budge Station the usual siding charges must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Chorkai ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chuadanga ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 10 0 |
| Dakshin Barasat ... | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 |
| Dattapukur ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 1 0 |
| Daulatpur ... | 5 3 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 8 0 |
| Darsana ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 |
| Debagram ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 10 0 |
| Deula§ ... | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 |
| Dhubulia ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 6 0 |
| Diamond Harbour ... | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 10 0 |
| Dum-Dum Cant. ... | 3 6 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 12 0 |
| Faridpur ... | 5 15 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 3 0 |
| Goalundo (c) ... | 5 13 0 | 5 13 0 | 5 13 0 | 5 13 0 | 6 0 0 | 6 0 0 | 6 2 0 |
| Via Goalundo (a) ... | 5 10 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 13 0 | 5 13 0 | 5 15 0 |
| Gobardanga ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 |
| Gopalnagar ... | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 |
| Guma ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 |
| Habra ... | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 |
| Halsa ... | 4 10 0 | 4 10 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 15 0 |
| Hotar ... | 3 15 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 |
| Hili ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jalpaiguri ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Jadabpur ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 |
| Jagati ... | 4 12 0 | 4 12 0 | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 |
| Jamalganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jamtoil ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jaynagar Mazilpur ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 |
| Jayrampur ... | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 |
| Jaypurhat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jessore ... | 4 8 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 4 15 0 |
| Via Jessore ‡ | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 13 0 |
| Jhikargacha Ghat ... | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 10 0 |
| Jiaganj ... | 5 3 0 | 3 3 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 |
| Kalighat ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 |

(a) These rates are for traffic to stations on the Steamer services. The usual transhipment charge and the Ghat charges must be levied in addition. The route is restricted at present.

(c) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-3-0 per ton and apply also to Goalundo Ghewar Bazar. In the case of coal for the India General Navigation and Ry. and Rivers Steam Navigation Companies booked to Goalundo these rates will be reduced by one anna per ton.

• ‡ In booking via Jessore to J. J. Ry. stations, the usual transhipment charge must be levied in addition.

§ Coal in full wagon loads can be booked to the ghat siding at Deula and not to Deul station itself. The siding charge must be levied in addition.

• Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

EBR (via Naihati)

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkana | Bhurkunda Siding | Ray |
|----------------------|-----------|----------------|-------------|-----------|-----------|------------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Agarpara* ... | 6 5 0 | 6 5 0 | z | z | z | 6 1 0 | 6 5 0 |
| Akkelpore ... | 7 5 0 | 7 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 8 0 | 6 10 0 |
| Akra ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 8 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Alamdanga ... | 6 8 0 | 6 8 0 | 5 15 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Amnura ... | 7 5 0 | 7 5 0 | 6 5 0 | 6 5 0 | 6 6 0 | 6 5 0 | 6 10 0 |
| Aranghata ... | 6 5 0 | 6 5 0 | 5 3 0 | 5 5 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Atrai Ghat ... | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Badkulla ... | 6 5 0 | 6 5 0 | 5 3 0 | 5 8 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Ballygunge Jn. ... | 6 5 0 | 6 5 0 | 5 3 0 | 5 5 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Banpur ... | 6 5 0 | 6 5 0 | 5 8 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Baraset ... | 6 5 0 | 6 5 0 | 5 3 0 | 5 5 0 | 6 3 0 | 6 3 0 | 6 5 0 |
| Via Baraset ¶ ... | 6 3 0 | 6 3 0 | 5 1 0 | 5 3 0 | 6 1 0 | 6 1 0 | 6 3 0 |
| Barrackpore ... | 6 5 0 | 6 5 0 | 4 12 0 | 5 1 0 | 5 12 0 | 5 15 0 | 6 5 0 |
| Baruipur ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Basantapur ... | 7 1 0 | 6 14 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Basudebpur ... | 7 1 0 | 7 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Beldanga ... | 6 10 0 | 6 10 0 | 6 3 0 | 5 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Belgachhi ... | 6 14 0 | 6 14 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Benapol ... | 6 5 0 | 6 5 0 | 5 8 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Berhampore Court ... | 6 10 0 | 6 10 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Bethuadahari ... | 6 8 0 | 6 8 0 | 5 10 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Bhabta ... | 6 10 0 | 6 10 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Bhagwangola ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Bhairamara ... | 6 10 0 | 6 10 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Bhangoora Ghat ... | 7 1 0 | 7 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Bhowanipore ... | 7 10 0 | 7 10 0 | 6 5 0 | 6 8 0 | 6 12 0 | 6 12 0 | 6 14 0 |
| Birnagar ... | 6 5 0 | 6 5 0 | 5 3 0 | 5 5 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Bogoola ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 8 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Bongaon ... | 6 5 0 | 6 5 0 | 5 8 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Budge-Budge (b) ... | 6 5 0 | 6 5 0 | z | z | z | 6 5 0 | 6 5 0 |
| Canning ... | 6 5 0 | 6 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chakdaha ... | 6 15 0 | 6 15 0 | 4 15 0 | 5 3 0 | 5 15 0 | 6 1 0 | 6 5 0 |
| Champahati ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chapai-Nawabganj ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Chengutla ... | 6 10 0 | 6 10 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |

* This is not a goods booking station, but is open for traffic to and from Kamarhatty and Barnagore Jute Mills. The Mill Siding charges must be levied in addition.

¶ On traffic booked via Baraset Jn. to stations on the Baraset and Basirhat Light Railway, a transshipment charge Re. 0-4-7 per ton due to the E. B. Ry. at Baraset must be levied in addition to these rates.

(b) In booking to the Mill Sidings connected with Budge-Budge Station the usual siding charges must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

(z) For special rates between these points, see page 450.

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barka Kana | Bhirkunda Siding | Ray |
|-----------------------|-----------|----------------|-------------|-----------|------------|------------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Chorkai ... | 7 7 0 | 7 7 0 | 6 5 0 | 6 5 0 | 6 10 0 | 6 10 0 | 6 14 0 |
| Chuadanga ... | 6 8 0 | 6 8 0 | 5 12 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Dakshin Barasat ... | 6 5 0 | 6 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Dattapukur ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 8 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Daulatpur ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Darsana ... | 6 5 0 | 6 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Debagram ... | 6 8 0 | 6 8 0 | 5 12 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Deula § ... | 6 8 0 | 6 8 0 | 5 10 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Dhubulia ... | 6 5 0 | 6 5 0 | 5 8 0 | 5 13 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Diamond Harbour ... | 6 8 0 | 6 8 0 | 5 12 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Dum-Dum Cantt. ... | 6 5 0 | 6 5 0 | z | z | z | 6 3 0 | 6 5 0 |
| Faridpur ... | 7 1 0 | 7 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Goalundo (c) ... | 6 15 0 | 6 15 0 | 6 6 0 | 6 6 0 | 6 6 0 | 6 6 0 | 6 6 0 |
| Via Goalundo (a) ... | 6 12 0 | 6 12 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Gobardanga ... | 6 5 0 | 6 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Gopalnagar ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 8 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Guma ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Habra ... | 6 5 0 | 6 5 0 | 5 8 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Halsa ... | 6 10 0 | 6 10 0 | 6 1 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Hotar ... | 6 5 0 | 6 5 0 | 5 8 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Hili ... | 7 7 0 | 7 7 0 | 6 5 0 | 6 5 0 | 6 10 0 | 6 10 0 | 6 12 0 |
| Jalpaiguri ... | 8 1 0 | 8 1 0 | 6 12 0 | 6 14 0 | 7 3 0 | 7 3 0 | 7 7 7 |
| Jadabpur ... | 6 5 0 | 6 5 0 | 5 3 0 | 5 5 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Jagati ... | 6 10 0 | 6 10 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jamalganj ... | 7 5 0 | 7 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 8 0 | 6 10 0 |
| Jamtoil ... | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Jaynagar Mazilpur ... | 6 8 0 | 6 8 0 | 5 10 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jayrampur ... | 6 8 0 | 6 8 0 | 5 10 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jaypurhat ... | 7 5 0 | 7 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 8 0 | 6 12 0 |
| Jessore ... | 6 8 0 | 6 8 0 | 5 15 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Via Jessore ‡ ... | 6 6 0 | 6 6 0 | 5 13 0 | 6 1 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Jhikargacha Ghat ... | 6 8 0 | 6 8 0 | 5 12 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Jhaganj ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Kalighat ... | 6 5 0 | 6 5 0 | 6 3 0 | 5 5 0 | 6 3 0 | 6 5 0 | 6 5 0 |

(a) These rates are for traffic to stations on the Steamer services. The usual transhipment charge and the Ghat charges must be levied in addition. The route is restricted at present.

(c) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-3-0 per ton and apply also to Goalundo Ghewar Bazar. In the case of coal for the India General Navigation and Ry. and Rivers Steam Navigation Companies booked to Goalundo these rates will be reduced by one anna per ton.

‡ In booking via Jessore to J. J. Ry. stations, the usual transhipment charge must be levied in addition.

§ Coal in full wagon loads can be booked to the ghat siding at Deula and not to Deula station itself. The siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges at these rates subject to a maximum rate of Re. 1-0-0 per ton is leviable in addition (except on soft coke.)

(ii) A surcharge of cess of Re. 0-2-0 per ton is leviable on soft coke

(2) For special rates between these points see page 450.

EBR (Via Naihati)

| Stations to | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra |
|--------------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Kalukhali ... | 5 3 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 12 0 | 5 10 0 |
| Kanchrapara ... | 2 13 0 | 2 15 0 | 3 1 0 | 3 1 0 | 3 1 0 | 3 8 0 | 3 3 0 |
| Kankinara * ... | 2 10 0 | 2 13 0 | 2 15 0 | 2 15 0 | 3 1 0 | 3 6 0 | 3 1 0 |
| Kasim Bazar ... | 4 15 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 8 0 | 5 3 0 |
| Khankhanapur ... | 5 10 0 | 5 12 0 | 5 12 0 | 5 12 0 | 5 15 0 | 6 3 0 | 5 15 0 |
| Khoksa ... | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 10 0 | 5 5 0 |
| Khulna §§ ... | 5 1 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 10 0 | 5 5 0 |
| Via Khulna (a) ... | 4 15 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 8 0 | 5 3 0 |
| Krishnagar City ... | 3 8 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 3 0 | 3 15 0 |
| Krihnapur ... | 5 5 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 15 0 | 5 10 0 |
| Kumarkhali ... | 4 15 0 | 5 5 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 8 0 | 5 3 0 |
| Kushtia ... | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 1 0 | 5 5 0 | 5 1 0 |
| Lahiri-Mohanpur ... | 5 15 0 | 6 1 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Lakshmikantapur ... | 4 1 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 12 0 | 4 8 0 |
| Lalgola ... | 5 5 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 15 0 | 5 10 0 |
| Lalgola Ghat ... | 5 5 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 15 0 | 5 12 0 |
| Via Lalgola Ghat † ... | 5 3 0 | 5 6 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 13 0 | 5 10 0 |
| Machhpara ... | 5 1 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 10 0 | 5 5 0 |
| Madanpur ... | 2 15 0 | 3 1 0 | 3 3 0 | 3 3 0 | 5 8 0 | 3 10 0 | 3 6 0 |
| Madhyamgram ... | 3 3 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 15 0 | 3 10 0 |
| Magra Hat ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 8 0 | 4 3 0 |
| Majdia ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 6 0 | 4 1 0 |
| Via Majherat ¶ ... | 3 4 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 15 0 | 3 10 0 |
| Maslandpur ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 8 0 | 4 3 0 |
| Mathurapur Road ... | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 12 0 | 4 8 0 |
| Mirpur ... | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 5 0 | 5 1 0 |
| Mohishakhola ... | 6 1 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Munshiganj ... | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 15 0 | 4 10 0 |
| Muragacha ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 8 0 | 4 3 0 |
| Murshidabad ... | 4 15 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 8 0 | 5 5 0 |
| Nabharan ... | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 10 0 | 4 6 0 |
| Nangi Brick Field Siding\|\| ... | 3 9 0 | 3 11 0 | 3 13 0 | 3 13 0 | 4 0 0 | 4 4 0 | 4 0 0 |
| Nator ... | 5 12 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 5 0 | 6 1 0 |
| Nawapara ... | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 5 0 | 5 1 0 |
| Nilmaniganj ... | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 15 0 | 4 10 0 |
| Pachooria Jn. ... | 5 8 0 | 5 10 0 | 5 12 0 | 5 12 0 | 5 12 0 | 6 1 0 | 5 12 0 |

* In booking to the mills connected with Kankinara Tittaghur and Shamnagar stations the usual siding charges must be levied in addition to these rates.

† In booking to stations on the Rajshahi and Malda Steamer Services a transhipment charge of Re. 0-6-10 per ton due to the E. B. Ry. will be levied in addition to these rates.

§§ When consignments are booked to the Merchants Godowns at Khulna, the haulage charge over the siding must be levied in addition.

|| These rates include the Brick field siding charge of Re. 0-1-0 per ton.

¶ A transhipment charge of Rs. 0-6-10 per ton due to the E. B. Ry. must be levied in addition to these rates.

(a) These rates are for traffic to stations on the Steamer services. A transhipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

| Stations to | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra |
|----------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Pangsa ... | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 12 0 | 5 8 0 |
| Panchabibi ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Parbatipur (b) ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Phulbari ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Phultala ... | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 8 0 | 5 3 0 |
| Piali ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 6 0 | 4 1 0 |
| Plassey ... | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 5 1 0 | 4 12 0 |
| Poradaha Jn. ... | 4 8 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 15 0 | 5 3 0 | 4 15 0 |
| Rajbari ... | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 12 0 | 6 1 0 | 5 12 0 |
| Rajshahi ... | 6 1 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Ranaghat Jn. ... | 3 3 0 | 3 6 0 | 3 8 0 | 3 8 0 | 5 8 0 | 3 15 0 | 3 10 0 |
| Raninagar ... | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Rejinagar ... | 4 6 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | 5 1 0 | 4 12 0 |
| Rupdia ... | 4 6 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | 5 1 0 | 4 12 0 |
| Salop ... | 6 1 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santahar Jn. ... | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santipur ... | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 3 0 | 3 15 0 |
| Santoshpur § ... | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 3 0 | 3 15 0 |
| Sara Ghat ... | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 12 0 | 6 1 0 | 5 12 0 |
| Saratnagar ... | 5 12 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 5 0 | 6 3 0 |
| Sargachi ... | 4 10 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 5 0 | 5 1 0 |
| Shamnagar * ... | 2 13 0 | 2 15 0 | 3 1 0 | 3 1 0 | 3 1 0 | 3 8 0 | 3 3 0 |
| Shivarampur ... | 5 10 0 | 5 12 0 | 5 15 0 | 5 15 0 | 5 15 0 | 6 3 0 | 6 1 0 |
| Siliguri ... | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 10 0 | 6 8 0 |
| Via Siliguri ‡ ... | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 14 10 | 6 12 10 |
| Singia ... | 4 8 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 15 0 | 5 3 0 | 4 15 0 |
| Sirajganj Bazar ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Sirajganj Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Via Serajganj Ghat (a) ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Sodepore ... | 2 15 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 6 0 | 3 10 0 | 3 6 0 |
| Sonarpur ... | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 3 0 | 3 15 0 |
| Surjanagar ... | 5 5 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 15 0 | 5 12 0 |
| Taldi ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 8 0 | 4 3 0 |
| Tilakpur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Tittaghur * ... | 2 15 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 3 0 | 3 10 0 | 3 6 0 |
| Ullapara ... | 6 1 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Ullapara Ghat ... | 6 1 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |

* In booking to the Mills connected with Kankinara, Tittaghur and Shamnagar stations the usual siding charges must be levied in addition to these rates.

‡ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Siliguri.

§ Santoshpur itself is not open for goods traffic in full wagon loads. It is open for traffic in full wagon loads to and from the Clive Jute Mill and Union South Mills. In addition to the above rates the usual siding charge will be levied on traffic booked to the siding serving these Mills.

(a) These rates are for traffic to stations on the Steamers services. A transshipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

(b) Coal wagons for Messrs. Surajmall Behari Lal may be booked to Parbatipur station instead of to their M. G. Siding at Parbatipur, vide page 372. Such wagons will be placed on the B. G. line near or opposite to their Mill and a shunting charge of Rs. 2-0-0 per 4-wheeled loaded wagon will be levied in addition to freight charges to Parbatipur.

• N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

Note—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

EBR (Via Nalhati)

| Stations to | Raniganj | Raniganj Siding, (Bengal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka | Jainti Siding |
|---------------------------------|-----------|-------------------------------------|---------------|------------|-----------|-----------|---------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Kalukhall ... | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 6 5 0 |
| Kanchrapara ... | 2 13 0 | 2 15 0 | 2 15 0 | 3 1 0 | 3 1 0 | 3 3 0 | 4 1 0 |
| Kankinara * ... | 2 13 0 | 2 13 0 | 2 13 0 | 2 15 0 | 3 1 0 | 3 1 0 | 4 1 0 |
| Kasim Bazar ... | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 6 1 0 |
| Khankhanapur ... | 5 10 0 | 5 10 0 | 5 10 0 | 5 12 0 | 5 15 0 | 5 15 0 | 6 5 0 |
| Khoksa ... | 5 1 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 5 0 | 5 5 0 | 6 1 0 |
| Khulna §§ ... | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 6 3 0 |
| Via Khulna (a) ... | 5 1 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 6 1 0 |
| Krishnagar City ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 15 0 |
| Krishnapur ... | 5 5 0 | 5 5 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 6 5 0 |
| Kumarkhali ... | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 6 1 0 |
| Kushtia ... | 4 12 0 | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 1 0 | 5 15 0 |
| Lahiri-Mohanpur ... | 6 1 0 | 6 1 0 | 6 1 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 |
| Lakshmikantapur ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 8 0 | 4 8 0 | 4 8 0 | 5 5 0 |
| Lalgola ... | 5 5 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 6 5 0 |
| Lalgola Ghat ... | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 12 0 | 5 12 0 | 6 8 0 |
| Via Lalgola Ghat † ... | 5 6 0 | 5 6 0 | 5 6 0 | 5 8 0 | 5 10 0 | 5 10 0 | 6 6 0 |
| Machhpara ... | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 6 3 0 |
| Madanpur ... | 2 15 0 | 2 15 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 3 0 | 4 3 0 |
| Madhyamgram ... | 3 6 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 4 10 0 |
| Magra Hat ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 5 3 0 |
| Majdia ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 5 1 0 |
| Via Majherat ¶ ... | 3 6 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 4 10 0 |
| Maslandpur ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 5 3 0 |
| Mathurapur Road ... | 4 1 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 6 0 | 5 5 0 |
| Mirpur ... | 4 12 0 | 4 12 0 | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 12 0 |
| Mohishakhola ... | 6 1 0 | 6 1 0 | 6 1 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Munshiganj ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 | 5 8 0 |
| Muragacha ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 5 3 0 |
| Murshidabad ... | 5 1 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 5 0 | 5 5 0 | 6 1 0 |
| Nabharan ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 5 3 0 |
| Nangi Brick Field Siding \|\| ... | 3 11 0 | 3 11 0 | 3 11 0 | 3 13 0 | 4 0 0 | 4 0 0 | 5 0 0 |
| Nator ... | 5 12 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 5 0 |
| Nawapara ... | 4 12 0 | 4 12 0 | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 12 0 |
| Nlimaniganj ... | 4 3 0 | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 5 5 0 |
| Pachooria Jn. ... | 5 10 0 | 5 10 0 | 5 10 0 | 5 12 0 | 5 12 0 | 5 12 0 | 6 5 0 |

* In booking to the mills connected with Kankinara, Tittaghur and Shamnagar stations the usual siding charges must be levied in addition to these rates.

† In booking to stations on the Rajshahi and Malda Steamer Services a transhipment charge of Re. 0-6-10 per ton due to the E. B. Ry. will be levied in addition to these rates.

§§ When consignments are booked to the Merchants Godowns at Khulna, the haulage charge over the siding must be levied in addition.

|| These rates include the Brick-field siding charge of Re. 0-1-0 per ton.

¶ A transhipment charge of Rs. 0-6-10 per ton due to the E. B. Ry. must be levied in addition to these rates.

(a) These rates are for traffic to stations on the Steamer services. A transhipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 399.

| Stations to | Raniganj | Raniganj Siding, (Bengal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka | Jainti Siding |
|----------------------------|-----------|-------------------------------------|---------------|------------|-----------|-----------|---------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Pangsa ... | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 8 0 | 5 8 0 | 6 3 0 |
| Panchabibi ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Parbatipur (b) ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Phulbari ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Phultala ... | 4 15 0 | 4 15 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 15 0 |
| Piali ... | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 15 0 |
| Plassey ... | 4 6 0 | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 5 8 0 |
| Poradaha Jn. ... | 4 10 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 12 0 |
| Rajbari ... | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 12 0 | 5 12 0 | 6 8 0 |
| Rajshahi ... | 6 1 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Ranaghat Jn. ... | 3 3 0 | 3 3 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 4 8 0 |
| Raninagar ... | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Rejinagar ... | 4 8 0 | 4 8 0 | 4 8 0 | 4 12 0 | 4 12 0 | 4 12 0 | 5 10 0 |
| Rupdia ... | 4 8 0 | 4 8 0 | 4 8 0 | 4 12 0 | 4 12 0 | 4 12 0 | 5 10 0 |
| Salop ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santahar Jn. ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santipur ... | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 12 0 |
| Santoshpur § ... | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 12 0 |
| Sara Ghat ... | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 12 0 | 5 12 0 | 6 5 0 |
| Saratnagar ... | 5 15 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 3 0 | 6 5 0 |
| Sargachi ... | 4 12 0 | 4 12 0 | 4 12 0 | 5 1 0 | 5 1 0 | 5 1 0 | 5 12 0 |
| Shamnagar * ... | 2 13 0 | 2 15 0 | 2 15 0 | 3 1 0 | 3 1 0 | 3 3 0 | 4 1 0 |
| Shivarampur ... | 5 12 0 | 5 12 0 | 5 12 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 5 0 |
| Siliguri ... | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 12 0 |
| Via Siliguri ‡ ... | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 7 0 10 |
| Singia ... | 4 10 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 10 0 |
| Sirajganj Bazar ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Sirajganj Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Via Sirajganj Ghat (a) ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Sodepore ... | 3 1 0 | 3 1 0 | 3 1 0 | 3 3 0 | 3 6 0 | 3 6 0 | 4 6 0 |
| Sonarpur ... | 3 8 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 12 0 |
| Surjanagar ... | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 6 5 0 |
| Taldi ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 5 1 0 |
| Tilakpur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Tittaghur * ... | 2 15 0 | 3 1 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 6 0 | 4 3 0 |
| Ullapara ... | 6 1 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Ullapara Ghat ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |

* In booking to the Mills connected with Kankinara, Tittaghur and Shamnagar stations the usual Siding charges must be levied in addition to these rates.

‡ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Siliguri.

§ Santoshpur itself is not open for goods traffic in full wagon loads. It is open for traffic in full wagon loads to and from the Clive Jute Mill and Union South Mills. In addition to the above rates the usual siding charge will be levied on traffic booked to the siding serving these mills.

(a) These rates are for traffic to stations on the Steamers services. A transshipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

(b) Coal wagons for Messrs. Surajmall Behari Lall may be booked to Parbatipur station instead of to their M. G. Siding at Parbatipur, vide page 372. Such wagons will be placed on the B. G. line near or opposite to their Mill and a shunting charge of Rs. 2-0-0 per 4-wheeled loaded wagon will be levied in addition to freight charges to Parbatipur.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

Note—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

EBR (Via Naihati)

| Stations to | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West |
|--------------------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Kalukhali ... | 6 3 0 | 5 10 0 | 5 2 0 | 5 10 0 | 5 12 0 | 5 12 0 | 5 12 0 |
| Kanchrapara ... | 3 15 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 8 0 |
| Kankinara* ... | 3 15 0 | 3 3 0 | 3 6 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 8 0 |
| Kasim Bazar ... | 5 15 0 | 5 5 0 | 5 8 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 8 0 |
| Khankhanapur ... | 6 5 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 3 0 | 6 3 0 |
| Khoksa ... | 5 15 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 |
| Khulna §§ ... | 6 1 0 | 5 8 0 | 5 10 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 |
| Via Khulna (a) ... | 5 15 0 | 5 6 0 | 5 8 0 | 5 6 0 | 5 8 0 | 5 8 0 | 5 8 0 |
| Krishnagar City ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 8 0 |
| Krishnapur ... | 6 3 0 | 5 12 0 | 5 12 0 | 5 12 0 | 5 12 0 | 5 15 0 | 5 15 0 |
| Kumarkhali ... | 5 15 0 | 5 5 0 | 5 8 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 8 0 |
| Kushtta ... | 5 12 0 | 5 3 0 | 5 5 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 |
| Lahiri-Mohanpur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Lakshmikanapur ... | 5 3 0 | 4 10 0 | 4 12 0 | 4 10 0 | 4 12 0 | 4 15 0 | 4 15 0 |
| Lalgola ... | 6 5 0 | 5 12 0 | 5 15 0 | 5 12 0 | 5 12 0 | 5 15 0 | 5 15 0 |
| Lalgola Ghat ... | 6 5 0 | 5 12 0 | 5 15 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 |
| Via Lalgola Ghat † ... | 6 3 0 | 5 10 0 | 5 13 0 | 5 13 0 | 5 13 0 | 5 15 0 | 5 15 0 |
| Machhpara ... | 6 1 0 | 5 8 0 | 5 10 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 |
| Madanpur ... | 4 1 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 |
| Madhyamgram ... | 4 8 0 | 3 12 0 | 3 15 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 |
| Magra Hat ... | 5 1 0 | 4 6 0 | 4 8 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 |
| Majdia ... | 4 12 0 | 4 1 0 | 4 6 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 |
| Via Majherat ¶ ... | 4 8 0 | 3 13 0 | 3 15 0 | 3 13 0 | 3 15 0 | 3 15 0 | 4 1 0 |
| Maslandpur ... | 5 1 0 | 4 6 0 | 4 8 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 |
| Mathurapur Road ... | 5 3 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 |
| Mirpur ... | 5 10 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 |
| Mohishakhola ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Munshiganj ... | 5 5 0 | 4 10 0 | 4 15 0 | 4 12 0 | 4 12 0 | 4 15 0 | 4 15 0 |
| Muragacha ... | 5 1 0 | 4 6 0 | 4 8 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 10 0 |
| Murshidabad ... | 5 15 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 |
| Nabharan ... | 5 1 0 | 4 6 0 | 4 10 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 |
| Nangi Brick Field Siding ¶ ... | 4 13 0 | 4 2 0 | 4 4 0 | 4 2 0 | 4 4 0 | 4 4 0 | 4 7 0 |
| Natoq ... | 6 5 0 | 6 3 0 | 6 5 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Nawapara ... | 5 10 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 |
| Nilmaniganj ... | 5 5 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 12 0 | 4 15 0 | 4 15 0 |
| Pachooria Jn. ... | 6 5 0 | 5 15 0 | 6 1 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 |

* In booking to the mills connected with Kankinara, Tittaghar and Shamnagar stations the usual siding charges* must be levied in addition to these rates.

† In booking to stations on the Rajshahi and Malda Steamer Services a transshipment charge of Re. 0-6-10 per ton due to the E. B. Ry. will be levied in addition to these rates.

§§ When consignments are booked to the Merchants Godowns at Khulna, the haulage charge over the siding must be levied in addition.

¶ These rates include the Brick field siding charge of Re. 0-1-0 per ton.

¶ A transshipment charge of Rs. 0-6-10 per ton due to the E. B. Ry. must be levied in addition to these rates.

(a) These rates are for traffic to stations on the Steamer services. A transshipment charge of Rs. 0-6-10 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

| Stations to | Karmatar | Sitarampur | Shamdh | Kulti | Barakar | Mugma | Mugma West |
|----------------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Pangsa ... | 6 1 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 12 0 | 5 12 0 |
| Panchabibi ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Parbatipur (b) ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Phulbari ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Phultala ... | 5 12 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 8 0 |
| Piali ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 |
| Plassey ... | 5 5 0 | 4 12 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 1 0 |
| Poradaha Jn. ... | 5 10 0 | 5 1 0 | 5 3 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 3 0 |
| Rajbari ... | 6 5 0 | 5 12 0 | 5 15 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 |
| Rajshahi ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Ranaghat Jn. ... | 4 6 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 |
| Raninagar ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Rejinagar ... | 5 8 0 | 4 15 0 | 5 1 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 |
| Rupdia ... | 5 8 0 | 4 15 0 | 5 1 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 |
| Salop ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santahar Jn. ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santipur ... | 4 10 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 |
| Santoshpur § ... | 4 10 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 |
| Sara Ghat ... | 6 5 0 | 5 12 0 | 5 15 0 | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 |
| Saratnagar ... | 6 5 0 | 6 3 0 | 6 5 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Sargachi ... | 5 12 0 | 5 3 0 | 5 5 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 |
| Shamnagar * ... | 3 15 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 8 0 |
| Shivarampur ... | 6 5 0 | 6 1 0 | 6 3 0 | 6 1 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Siliguri ... | 6 12 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 10 0 |
| Via Siliguri ‡ ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 |
| Singia ... | 5 10 0 | 5 1 0 | 5 3 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 3 0 |
| Sirajganj Bazar ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Sirajganj Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Via Serajganj Ghat (a) ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Sodepore ... | 4 3 0 | 3 8 0 | 3 10 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 |
| Sonarpur ... | 4 10 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 |
| Surjanagar ... | 6 5 0 | 5 12 0 | 5 15 0 | 5 12 0 | 5 15 0 | 5 15 0 | 5 15 0 |
| Taldi ... | 4 15 0 | 4 3 0 | 4 8 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 |
| Tilakpur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Tittaghur * ... | 4 1 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 |
| Ullapara ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Ullapara Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |

* In booking to the mills connected with Kankinara, Tittaghur and Shamnagar stations the usual siding charges must be levied in addition to these rates.

‡ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Siliguri.

§ Santoshpur itself is not open for goods traffic in full wagon loads. It is open for traffic in full wagon loads to and from the Clive Jute Mill and Union South Mills. In addition to the above rates the usual siding charge will be levied on traffic booked to the siding serving these Mills.

(a) These rates are for traffic to stations on the Steamer services. A transshipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

(b) Coal wagons for Messrs. Surajmall Behari Lal may be booked to Parbatipur station instead of to their M. G. Siding at Parbatipur, vide page 372. Such wagons will be placed on the B. G. line near or opposite to their Mill and a shunting charge of Rs. 2-0-0 per 4-wheeled loaded wagon will be levied in addition to freight charges to Parbatipur.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

| Stations to | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara |
|--------------------------------|-------------|-----------|------------------------------------------|-----------|-------------|----------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Kalukhali ... | 5 15 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 5 0 |
| Kanchrapara ... | 3 10 0 | 3 15 0 | 4 1 0 | 4 15 0 | 4 15 0 | 4 15 0 | 2 15 0 |
| Kankinara* ... | 3 8 0 | 3 15 0 | 4 1 0 | 4 12 0 | 4 12 0 | 4 15 0 | 2 15 0 |
| Kasim Bazar ... | 5 10 0 | 5 15 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 1 0 |
| Khankhanapur ... | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 12 0 |
| Khoksa ... | 5 10 0 | 5 15 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 3 0 |
| Khulna §§ ... | 5 12 0 | 6 1 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 3 0 |
| Via Khulna (a) ... | 5 10 0 | 5 15 0 | 5 15 0 | 6 3 0 | 6 3 0 | 6 3 0 | 5 1 0 |
| Krishnagar City ... | 4 8 0 | 4 12 0 | 4 15 0 | 5 10 0 | 5 8 0 | 5 10 0 | 3 12 0 |
| Krishnapur ... | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 8 0 |
| Kumarkhali ... | 5 10 0 | 5 15 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 1 0 |
| Kushtla ... | 5 8 0 | 5 12 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 15 0 |
| Lahiri-Mohanpur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 1 0 |
| Lakshmikantapur ... | 5 1 0 | 5 5 0 | 5 5 0 | 6 1 0 | 6 1 0 | 6 1 0 | 4 6 0 |
| Lalgola ... | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 8 0 |
| Lalgola Ghat ... | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 10 0 |
| Via Lalgola Ghat † ... | 5 15 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 5 8 0 |
| Machhpara ... | 5 12 0 | 6 1 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 3 0 |
| Madanpur ... | 3 12 0 | 4 1 0 | 4 3 0 | 5 1 0 | 5 1 0 | 5 1 0 | 3 1 0 |
| Madhyamgram ... | 4 1 0 | 4 8 0 | 4 10 0 | 5 5 0 | 5 5 0 | 5 5 0 | 3 8 0 |
| Magra Hat ... | 4 10 0 | 5 1 0 | 5 1 0 | 5 12 0 | 5 12 0 | 5 12 0 | 3 15 0 |
| Majdia ... | 4 8 0 | 4 15 0 | 4 15 0 | 5 10 0 | 5 10 0 | 5 10 0 | 3 12 0 |
| Via Majherat ¶ ... | 4 1 0 | 4 8 0 | 4 10 0 | 5 6 0 | 5 3 0 | 5 6 0 | 3 8 0 |
| Maslandpur ... | 4 10 0 | 5 1 0 | 5 1 0 | 5 12 0 | 5 12 0 | 5 12 0 | 3 15 0 |
| Mathurapur Road ... | 4 15 0 | 5 3 0 | 5 3 0 | 5 15 0 | 5 15 0 | 5 15 0 | 4 3 0 |
| Mirpur ... | 5 8 0 | 5 12 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 15 0 |
| Mohishakhola ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 3 0 |
| Munshiganj ... | 5 1 0 | 5 5 0 | 5 5 0 | 6 1 0 | 6 1 0 | 6 1 0 | 4 6 0 |
| Muragacha ... | 4 10 0 | 5 1 0 | 5 1 0 | 5 12 0 | 5 12 0 | 5 12 0 | 4 1 0 |
| Murshidabad ... | 5 10 0 | 5 15 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 3 0 |
| Nabharan ... | 4 12 0 | 5 1 0 | 5 3 0 | 5 12 0 | 5 12 0 | 5 15 0 | 4 1 0 |
| Nangi Brick Field Siding ¶ ... | 4 7 0 | 4 13 0 | 5 0 0 | 5 9 0 | 5 9 0 | 5 11 0 | 3 13 0 |
| Nator ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 15 0 |
| Nawapara ... | 5 8 0 | 5 12 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 15 0 |
| Nilmaniganj ... | 5 1 0 | 5 5 0 | 5 5 0 | 6 1 0 | 6 1 0 | 6 1 0 | 4 6 0 |
| Pachooria Jn. ... | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 10 0 |

* In booking to the mills connected with Kankinara, Tittaghur and Shamnagar stations the usual siding charges must be levied in addition to these rates.

† In booking to stations on the Rajshahi and Malda Steamer Services a transhipment charge of Re. 0-6-10 per ton due to the E. B. Ry. will be levied in addition to these rates.

§§ When consignments are booked to the Merchants Godowns at Khulna, the haulage charge over the siding must be levied in addition.

¶ These rates include the Brick-field siding charge of Re. 0-1-0 per ton.

¶ A transhipment charge of Rs. 0-6-10 per ton due to the E. B. Ry. must be levied in addition to these rates.

(a) These rates are for traffic to stations on the Steamer services. A transhipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

| Station | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara |
|----------------------------|-------------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Pangsa ... | 5 12 0 | 6 1 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 5 0 |
| Panchabibi ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Parbatipur (b) ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 5 0 |
| Phulbari ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Phultala ... | 5 10 0 | 5 15 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 1 0 |
| Piali ... | 4 8 0 | 4 12 0 | 4 15 0 | 5 10 0 | 5 10 0 | 5 10 0 | 3 12 0 |
| Plassey ... | 5 3 0 | 5 5 0 | 5 8 0 | 6 3 0 | 6 1 0 | 6 3 0 | 4 8 0 |
| Poradaha Jn. ... | 5 5 0 | 5 10 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 12 0 |
| Rajbari ... | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 10 0 |
| Rajshahi ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 3 0 |
| Ranaghat Jn. ... | 4 1 0 | 4 6 0 | 4 8 0 | 5 3 0 | 5 3 0 | 5 5 0 | 3 6 0 |
| Raninagar ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Rejinagar ... | 5 3 0 | 5 8 0 | 5 10 0 | 6 3 0 | 6 3 0 | 6 5 0 | 4 10 0 |
| Rupdia ... | 5 3 0 | 5 8 0 | 5 10 0 | 6 3 0 | 6 3 0 | 6 5 0 | 4 10 0 |
| Salop ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 3 0 |
| Santahar Jn. ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santipur ... | 4 6 0 | 4 10 0 | 4 12 0 | 5 8 0 | 5 10 0 | 5 8 0 | 3 10 0 |
| Santoshpur § ... | 4 6 0 | 4 10 0 | 4 12 0 | 5 8 0 | 5 10 0 | 5 8 0 | 3 10 0 |
| Sara Ghat ... | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 10 0 |
| Saratnagar ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 15 0 |
| Sargachi ... | 5 8 0 | 5 12 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 15 0 |
| Shamnagar * ... | 3 10 0 | 3 15 0 | 4 1 0 | 4 15 0 | 4 15 0 | 4 15 0 | 2 15 0 |
| Shivarampur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 12 0 |
| Siliguri ... | 6 10 0 | 6 12 0 | 6 12 0 | 7 1 0 | 7 1 0 | 7 1 0 | 6 8 0 |
| Via Siliguri ‡ ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 5 10 | 7 5 10 | 7 5 10 | 6 12 10 |
| Singia ... | 5 5 0 | 5 10 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 | 4 10 0 |
| Sirajganj Bazar ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Sirajganj Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Via Sirajganj Ghat (a) ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Sodepore ... | 3 12 0 | 4 3 0 | 4 6 0 | 5 1 0 | 5 1 0 | 5 3 0 | 3 3 0 |
| Sonarpur ... | 4 6 0 | 4 10 0 | 4 12 0 | 5 8 0 | 5 8 0 | 5 8 0 | 3 10 0 |
| Surjanagar ... | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 8 0 |
| Taldi ... | 4 0 0 | 5 1 0 | 5 1 0 | 5 12 0 | 5 12 0 | 5 12 0 | 3 15 0 |
| Tilakpur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Titraghur * ... | 3 12 0 | 4 1 0 | 4 3 0 | 5 1 0 | 5 1 0 | 5 1 0 | 3 1 0 |
| Ullapara ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 3 0 |
| Ullapara Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 3 0 |

* In booking to the mills connected with Kankinara Tittaghur and Shamnagar Stations the usual siding charges must be levied in addition to these rates.

‡ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Siliguri.

§ Santoshpur itself is not open for goods traffic in full wagon loads. It is open for traffic in full wagon loads to and from the Clive Jute Mill and Union South Mills. In addition to the above rates the usual siding charge will be levied on traffic booked to the siding serving these mills.

(a) These rates are for traffic to stations on the Steamer services. A transhipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

(b) Coal wagons for Messrs. Surajmali Behari Lal may be booked to Parbatipur station instead of to their M. G. Siding at Parbatipur, vide page 372. Such wagons will be placed on the B. G. line near or opposite to their Mill and a shunting charge of Rs. 2-0-0 per 4-wheeled loaded wagon will be levied in addition to freight charges to Parbatipur.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—For surcharge, leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

EBR (Via Naihati)

| Stations to | Toposi | | Singaran | | Ikrah | | Jamuria | | Barabani | | Churulia | | Gaurangdi | |
|---------------------------------|--------|-------|----------|-------|-------|-------|---------|-------|----------|-------|----------|-------|-----------|-------|
| | Rs. | a. p. | Rs. | a. p. | Rs. | a. p. | Rs. | a. p. | Rs. | a. p. | Rs. | a. p. | Rs. | a. p. |
| Kalukhali ... | 5 | 5 0 | 5 | 5 0 | 5 | 5 0 | 5 | 8 0 | 5 | 8 0 | 5 | 8 0 | 5 | 10 0 |
| Kanchrapara ... | 2 | 15 0 | 2 | 15 0 | 2 | 15 0 | 3 | 1 0 | 3 | 3 0 | 3 | 3 0 | 3 | 6 0 |
| Kankinara* ... | 2 | 13 0 | 2 | 13 0 | 2 | 15 0 | 2 | 15 0 | 3 | 1 0 | 3 | 1 0 | 3 | 3 0 |
| Kasim Bazar ... | 5 | 1 0 | 5 | 1 0 | 5 | 1 0 | 5 | 3 0 | 5 | 3 0 | 5 | 3 0 | 5 | 5 0 |
| Khankhanapur ... | 5 | 12 0 | 5 | 12 0 | 5 | 12 0 | 5 | 12 0 | 5 | 5 0 | 5 | 15 0 | 6 | 1 0 |
| Khoksa ... | 5 | 3 0 | 5 | 3 0 | 5 | 3 0 | 5 | 3 0 | 5 | 5 0 | 5 | 5 0 | 5 | 8 0 |
| Khulna §§ ... | 5 | 3 0 | 5 | 3 0 | 5 | 3 0 | 5 | 5 0 | 5 | 5 0 | 5 | 5 0 | 5 | 8 0 |
| Via Khulna (a) ... | 5 | 1 0 | 5 | 1 0 | 5 | 1 0 | 5 | 3 0 | 5 | 3 0 | 5 | 3 0 | 5 | 6 0 |
| Krishnagar City ... | 3 | 12 0 | 3 | 12 0 | 3 | 12 0 | 3 | 12 0 | 3 | 15 0 | 3 | 15 0 | 4 | 1 0 |
| Krishnapur ... | 5 | 8 0 | 5 | 8 0 | 5 | 8 0 | 5 | 8 0 | 5 | 10 0 | 5 | 10 0 | 5 | 12 0 |
| Kumarkhali ... | 5 | 1 0 | 5 | 1 0 | 5 | 1 0 | 5 | 3 0 | 5 | 3 0 | 5 | 3 0 | 5 | 5 0 |
| Kushtia ... | 4 | 15 0 | 4 | 15 0 | 4 | 15 0 | 5 | 1 0 | 5 | 1 0 | 5 | 1 0 | 5 | 3 0 |
| Lahiri-Mohanpur ... | 6 | 1 0 | 6 | 1 0 | 6 | 1 0 | 6 | 3 0 | 6 | 3 0 | 6 | 3 0 | 6 | 5 0 |
| Lakshmikantapur ... | 4 | 6 0 | 4 | 6 0 | 4 | 6 0 | 4 | 6 0 | 4 | 8 0 | 4 | 8 0 | 4 | 10 0 |
| Lalgola ... | 5 | 8 0 | 5 | 8 0 | 5 | 8 0 | 5 | 10 0 | 5 | 10 0 | 5 | 10 0 | 5 | 12 0 |
| Lalgola Ghat ... | 5 | 8 0 | 5 | 8 0 | 5 | 10 0 | 5 | 10 0 | 5 | 12 0 | 5 | 12 0 | 5 | 15 0 |
| Via Lalgola Ghat † ... | 5 | 6 0 | 5 | 6 0 | 5 | 8 0 | 5 | 8 0 | 5 | 10 0 | 5 | 10 0 | 5 | 13 0 |
| Machhpara ... | 5 | 3 0 | 5 | 3 0 | 5 | 3 0 | 5 | 5 0 | 5 | 5 0 | 5 | 5 0 | 5 | 8 0 |
| Madanpur ... | 3 | 1 0 | 3 | 1 0 | 3 | 1 0 | 3 | 3 0 | 3 | 3 0 | 3 | 3 0 | 3 | 8 0 |
| Madhyamgram ... | 3 | 6 0 | 3 | 6 0 | 3 | 8 0 | 3 | 8 0 | 3 | 10 0 | 3 | 10 0 | 3 | 12 0 |
| Magra Hat ... | 3 | 15 0 | 3 | 15 0 | 4 | 1 0 | 4 | 1 0 | 4 | 3 0 | 4 | 3 0 | 4 | 6 0 |
| Majdia ... | 3 | 12 0 | 3 | 12 0 | 3 | 12 0 | 3 | 15 0 | 4 | 1 0 | 4 | 1 0 | 4 | 3 0 |
| Via Majherat ¶ ... | 3 | 6 0 | 3 | 6 0 | 3 | 8 0 | 3 | 8 0 | 3 | 10 0 | 3 | 10 0 | 3 | 13 0 |
| Maslandpur ... | 3 | 15 0 | 3 | 15 0 | 4 | 1 0 | 4 | 1 0 | 4 | 3 0 | 4 | 3 0 | 4 | 6 0 |
| Mathurapur Road ... | 4 | 3 0 | 4 | 3 0 | 4 | 3 0 | 4 | 6 0 | 4 | 6 0 | 4 | 6 0 | 4 | 10 0 |
| Mirpur ... | 4 | 12 0 | 4 | 12 0 | 4 | 15 0 | 4 | 15 0 | 5 | 1 0 | 5 | 1 0 | 5 | 3 0 |
| Mohishakhola ... | 6 | 3 0 | 6 | 3 0 | 6 | 3 0 | 6 | 3 0 | 6 | 5 0 | 6 | 5 0 | 6 | 5 0 |
| Munshiganj ... | 4 | 6 0 | 4 | 6 0 | 4 | 6 0 | 4 | 8 0 | 4 | 10 0 | 4 | 10 0 | 4 | 12 0 |
| Muragacha ... | 3 | 15 0 | 3 | 15 0 | 4 | 1 0 | 4 | 1 0 | 4 | 3 0 | 4 | 3 0 | 4 | 6 0 |
| Murshidabad ... | 5 | 1 0 | 5 | 1 0 | 5 | 3 0 | 5 | 3 0 | 5 | 5 0 | 5 | 5 0 | 5 | 8 0 |
| Nabharan ... | 4 | 1 0 | 4 | 1 0 | 4 | 1 0 | 4 | 3 0 | 4 | 6 0 | 4 | 6 0 | 4 | 8 0 |
| Nangi Brick Field Siding \|\| ... | 3 | 11 0 | 3 | 13 0 | 3 | 11 0 | 3 | 13 0 | 4 | 0 0 | 4 | 0 0 | 4 | 2 0 |
| Nator ... | 5 | 15 0 | 5 | 15 0 | 5 | 15 0 | 6 | 1 0 | 6 | 1 0 | 6 | 1 0 | 6 | 3 0 |
| Nawapara ... | 4 | 12 0 | 4 | 12 0 | 4 | 15 0 | 4 | 15 0 | 5 | 1 0 | 5 | 1 0 | 5 | 3 0 |
| Nilmaniganj ... | 4 | 6 0 | 4 | 6 0 | 4 | 6 0 | 4 | 8 0 | 4 | 8 0 | 4 | 8 0 | 4 | 12 0 |
| Pachooria Jn. ... | 5 | 10 0 | 5 | 10 0 | 5 | 10 0 | 5 | 12 0 | 5 | 12 0 | 5 | 12 0 | 5 | 15 0 |

* In booking to the mills connected with Kankinara, Tittaghar and Shamnagar stations the usual siding charges must be levied in addition to these rates.

† In booking to stations on the Rajshahi and Malda Steamer Services a transhipment charge of Re. 0-6-10 per ton due to the E. B. Ry. will be levied in addition to these rates.

§§ When consignments are booked to the Merchants Godowns at Khulna, the haulage charge over the siding must be levied in addition.

|| These rates include the Brick-field siding charge of Re. 0-1-0 per ton.

¶ A transhipment charge of Rs. 0-6-10 per ton due to the E. B. Ry. must be levied in addition to these rates.

(a) These rates are for traffic to stations on the Steamer services. A transhipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

EBR (Via Naihati)

| Stations to | Toposi | Singaran | Ikras | Jamuria | Barabani | Churulia | Gaurangdi |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Pangsa ... | 5 5 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 10 0 |
| Panchabibi ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Parbatipur (b) ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Phulbari ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Phultala ... | 5 1 0 | 5 1 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 5 0 |
| Piali ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 |
| Plassey ... | 4 8 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 4 15 0 |
| Poradaha Jn. ... | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 1 0 |
| Rajbari ... | 5 10 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 12 0 | 5 12 0 | 5 15 0 |
| Rajshahi ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Ranaghat Jn. ... | 3 6 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 12 0 |
| Raninagar ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Rejinagar ... | 4 10 0 | 4 10 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 15 0 |
| Rupdia ... | 4 10 0 | 4 10 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 15 0 |
| Salop ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santahar Jn. ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santipur ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 |
| Santoshpur § ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 |
| Sara Ghat ... | 5 10 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 12 0 | 5 12 0 | 5 15 0 |
| Saratnagar ... | 5 15 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Sargachi ... | 4 15 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 3 0 |
| Shamnagar * ... | 2 15 0 | 2 15 0 | 2 15 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 6 0 |
| Shivarampur ... | 5 12 0 | 5 12 0 | 5 12 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 |
| Siliguri ... | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 8 0 | 6 10 0 |
| Via Siliguri †† ... | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 14 10 |
| Singia ... | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 15 0 | 4 15 0 | 5 1 0 |
| Sirajganj Bazar ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Sirajganj Ghat ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Via Serajganj Ghat (a) ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Sodepore ... | 3 1 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 8 0 |
| Sonarpur ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 1 0 |
| Surjanagar ... | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 12 0 |
| Taldi ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 |
| Tilakpur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Tittaghur* ... | 3 1 0 | 3 1 0 | 3 1 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 8 0 |
| Uliapara ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Uliapara Ghat ... | 6 3 0 | 6 3 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |

* In booking to the mills connected with Kankinara, and Tittaghar and Shamnagar stations the usual siding charges must be levied in addition to these rates.

†† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Siliguri.

§ Santoshpur itself is not open for goods traffic in full wagon loads. It is open for traffic in full wagon loads to and from the Clive Jute Mill and Union South Mills. In addition to the above rates the usual siding charge will be levied on traffic booked to the siding serving these mills.

(a) These rates are for traffic to stations on the Steamer services. A transhipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

(b) Coal wagons for Messrs. Surajmali Behari Lal may be booked to Parbatipur station instead of to their M. G. Siding at Parbatipur, vide page 372. Such wagons will be placed on the B. G. line near or opposite to their Mill and a shunting charge of Rs. 2-0-0 per 4-wheeled loaded wagon will be levied in addition to freight charges to Parbatipur.

Note.—These rates inclusive the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

EBR (Via Naihati)

| Stations to | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkakana | Bhurkunda Siding | Ray |
|---------------------------------|-----------|----------------|-------------|-----------|-----------|------------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Kalukhali ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Kanchrapara ... | 6 5 0 | 6 5 0 | 4 10 0 | 4 15 0 | 5 12 0 | 5 15 0 | 6 5 0 |
| Kankinara * ... | 6 5 0 | 6 5 0 | (z) | (z) | (z) | 5 12 0 | 6 3 0 |
| Kasim Bazar ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Khankhanapur ... | 6 14 0 | 6 14 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Khoksa ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Khulna §§ ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Via Khulna (a) ... | 6 10 0 | 6 10 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Krishnagar City ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Krishnapur ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Kumarkhali ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Kushtia ... | 6 10 0 | 6 10 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Lahiri-Mohanpur ... | 7 1 0 | 7 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Lakshmikantapur ... | 6 8 0 | 6 8 0 | 5 12 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Lalgola ... | 6 14 0 | 6 14 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Lalgola Ghat ... | 6 14 0 | 6 14 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Via Lalgola Ghat † ... | 6 12 0 | 6 12 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 3 0 |
| Machhpara ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Madanpur ... | 6 5 0 | 6 5 0 | 4 12 0 | 5 1 0 | 5 12 0 | 5 15 0 | 6 5 0 |
| Madhyamgram ... | 6 5 0 | 6 5 0 | 6 3 0 | 5 5 0 | 6 1 0 | 6 3 0 | 6 5 0 |
| Magra Hat ... | 6 5 0 | 6 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Majdia ... | 6 5 0 | 6 5 0 | 5 8 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Via Majherat ¶ ... | 6 3 0 | 6 3 0 | 5 1 0 | 5 6 0 | 6 1 0 | 6 3 0 | 6 3 0 |
| Maslandpur ... | 6 5 0 | 6 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Mathurapur Road ... | 6 8 0 | 6 8 0 | 5 12 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Mirpur ... | 6 10 0 | 6 10 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Mohishakhola ... | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Munshiganj ... | 6 8 0 | 6 8 0 | 5 15 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Muragacha ... | 6 5 0 | 6 5 0 | 5 10 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Murshidabad ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Nabharan ... | 6 8 0 | 6 5 0 | 5 10 0 | 5 15 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Nangi Brick Field Siding \|\| ... | 6 6 0 | 6 6 0 | 5 6 0 | 5 11 0 | 6 6 0 | 6 6 0 | 6 6 0 |
| Nator ... | 7 1 0 | 7 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Nawapara ... | 6 10 0 | 6 10 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Nilmaniganj ... | 6 8 0 | 6 8 0 | 5 12 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Pachooria Jn. ... | 6 14 0 | 6 14 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |

* In booking to the mills connected with Kankinara, Tittaghar and Shamnagar stations the usual siding charges must be levied in addition to these rates.

† In booking to stations on the Rajshahi and Malda Steamer Services a transshipment charge of Re. 0-6-10 per ton due to the E. B. Ry. will be levied in addition to these rates.

§§ When consignments are booked to the Merchants Godowns at Khulna, the haulage charge over the siding must be levied in addition.

|| These rates include the Brick field siding charge of Re. 0-1-0 per ton.

¶ A transshipment charge of Rs. 0-6-10 per ton due to the E. B. Ry. must be levied in addition to these rates.

(a) These rates are for traffic to stations on the Steamer services. A transshipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

(z) For special rates between these points see page 450.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

| Stations to | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkana | Bhurkunda Siding | Ray |
|------------------------|-----------|----------------|-------------|-----------|-----------|------------------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Pangsa ... | 6 12 0 | 6 12 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Panchabibi ... | 7 7 0 | 7 7 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 10 0 | 6 2 0 |
| Parbatipur (b) ... | 7 7 3c | 7 7 3c | 6 5 0 | 6 8 0 | 6 12 0 | 6 12 0 | 6 14 0 |
| Phulbari ... | 7 10 0 | 7 10 0 | 6 5 0 | 6 5 0 | 6 10 0 | 6 12 0 | 6 14 0 |
| Phultala ... | 6 12 0 | 6 10 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Piali ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 10 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Plassey ... | 6 8 0 | 6 8 0 | 5 15 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Poradaha Jn. ... | 6 10 0 | 6 10 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Rajbari ... | 6 14 0 | 6 14 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Rajshahi ... | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Ranaghat Jn. ... | 6 5 0 | 6 5 0 | 5 1 0 | 5 3 0 | 6 1 0 | 6 3 0 | 6 5 0 |
| Raninagar ... | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Rejinagar ... | 6 10 0 | 6 10 0 | 6 1 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Rupdia ... | 6 10 0 | 6 10 0 | 6 5 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Salop ... | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Santahar Jn. ... | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Santipur ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 8 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Santoshpur ‡ | 6 5 0 | 6 5 0 | (z) | (z) | (z) | 6 5 0 | 6 5 0 |
| Sara Ghat ... | 6 14 0 | 6 14 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Saratnagar ... | 7 1 0 | 7 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Sargachi ... | 6 10 0 | 6 10 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Shamnagar * | 6 5 0 | 6 5 0 | (z) | (z) | (z) | 5 15 0 | 6 5 0 |
| Shivarampur ... | 7 1 0 | 7 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Siliguri ... | 8 3 0 | 8 3 0 | 7 1 0 | 7 1 0 | 7 5 0 | 7 7 0 | 7 10 0 |
| Via Siliguri ‡ | 8 7 10 | 8 7 10 | 7 5 10 | 7 5 10 | 7 9 10 | 7 11 10 | 7 14 10 |
| Singia ... | 6 10 0 | 6 10 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Sirajganj Bazar | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 10 0 |
| Sirajganj Ghat | 7 5 0 | 7 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 10 0 |
| Via Sirajganj Ghat (a) | 7 3 0 | 7 3 0 | 6 3 0 | 6 3 0 | 6 3 0 | 6 6 0 | 6 8 0 |
| Sodepore ... | 4 5 0 | 6 5 0 | 4 15 0 | 5 1 0 | 5 15 0 | 6 1 0 | 6 5 0 |
| Sonarpur ... | 6 5 0 | 6 5 0 | 5 5 0 | 5 8 0 | 6 3 0 | 6 5 0 | 6 5 0 |
| Surjanagar ... | 6 14 0 | 6 14 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Taldi ... | 6 5 0 | 6 5 0 | 5 8 0 | 5 12 0 | 6 5 0 | 6 5 0 | 6 5 0 |
| Tilakpur ... | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 10 0 |
| Tittaghur * ... | 6 5 0 | 6 5 0 | (z) | (z) | (z) | 6 1 0 | 6 5 0 |
| Ullapara ... | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |
| Ullapara Ghat | 7 3 0 | 7 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 |

(c) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

* In booking to the mills connected with Kankinara, Tittaghur and Shamnagar stations the usual siding charges must be levied in addition to these rates.

‡ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Siliguri.

§ Santoshpur itself is not open for goods traffic in full wagon loads. It is open for traffic in full wagon loads to and from the Clive Jute Mill and Union South Mills. In addition to the above rates the usual siding charge will be levied on traffic booked to the siding serving these Mills.

(a) These rates are for traffic to stations on the Steamer services. A transshipment charge of Re. 0-6-10 per ton must be levied in addition to these rates.

(b) Coal wagons for Messrs. Surajmali Behari Lall may be booked to Parbatipur station instead of to their M. G. Siding at Parbatipur, vide page 372. Such wagons will be placed on the B. G. line near or opposite to their Mill and a shunting charge of Rs. 2-0-0 per 4-wheeled loaded wagon will be levied in addition to freight charges to Parbatipur.

(z) For special rates between these points see page 450.

N. B.—For Surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Rs. 0-2-0 per ton, where leviable.

E. B. Ry.

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palatthali | Panchra | Route |
|----------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|---------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adamdighi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Alipur Duar* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | " |
| Annadanagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Amingaon* ... | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 7 13 10 | " |
| Arariya(a) ... | 6 7 2 | 6 5 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 7 2 | 6 3 2 | Via Manihari Ghat. |
| Aurahi(a) ... | 6 7 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 3 2 | " |
| Badarganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Badiakhali Road* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bahadurabad* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via "Naihati, Santahar and Fulchhari. |
| Balganbari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Baihata* ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | Via "Naihati. |
| Balajan* ... | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | " |
| Bamandanga* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bamanhat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Baneswar* ... | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | " |

| Station | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka | Jainti Siding | Route |
|----------------------|-----------|------------------------------|---------------|------------|-----------|-----------|---------------|---------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adamdighi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Alipur Duar* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 4 10 | " |
| Annadanagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Amingaon* ... | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 2 10 | " |
| Arariya(a) ... | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | 6 12 2 | 7 3 3 | Via Manihari Ghat. |
| Aurahi(a) ... | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | 6 14 2 | 7 3 3 | " |
| Badarganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Badiakhali Road* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bahadurabad* ... | 0 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via "Naihati, Santahar and Fulchhari. |
| Balganbari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Baihata* ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 8 2 10 | Via "Naihati. |
| Balajan* ... | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | " |
| Bamandanga* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bamanhat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Baneswar* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

| Station | Karmatar | Sitarampur | Shamdi | Kulti | Barakar | Mugma | Mugma West | Route |
|----------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adamdighi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Alipur Duar* ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Annadanagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Amingaon* ... | 8 2 10 | 7 13 10 | 8 0 10 | 7 13 10 | 8 0 10 | 8 0 10 | 8 0 10 | " |
| Arariya(a) ... | *7 2 10 | 6 14 2 | †7 0 4 | 6 14 2 | 6 14 2 | †7 0 4 | †7 0 4 | Via Manihari Ghat. |
| Aurahi(a) ... | *7 2 10 | 6 14 2 | †7 0 4 | 6 14 2 | †7 0 4 | †7 0 4 | †7 0 4 | Via Naihati. |
| Badarganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Badiakhali Road* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati, Santahar and Fulchhari. |
| Bahadurabad* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Baiganbari* ... | 7 0 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Baihata* ... | 8 0 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | Via Naihati. |
| Balajan* ... | 7 2 10 | 6 14 10 | 7 0 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Bamandanga* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bamanhat* ... | 7 0 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Baneswar* ... | 7 2 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |

| Station | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardihi & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|----------------------|-------------|-----------|--------------------------------------------|-----------|-------------|----------------|-----------|--------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adamdighi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Alipur Duar* ... | 7 0 10 | 7 2 10 | 7 2 10 | a7 7 3 | a7 7 2 | a7 7 3 | 6 14 10 | " |
| Annadanagar* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 2 0 | 6 11 10 | " |
| Amingaon* ... | 8 0 10 | 8 2 10 | 8 2 10 | a8 7 2 | a8 7 2 | a8 7 2 | 7 13 10 | " |
| Arariya(a) ... | †7 0 4 | *7 2 10 | *7 2 10 | 7 7 2 | 7 7 2 | 7 7 2 | 6 10 2 | Via Manihari Ghat. |
| Aurahi(a) ... | †7 0 4 | *7 12 10 | †7 3 4 | 7 7 2 | 7 7 2 | 7 7 2 | 6 10 2 | Via Naihati. |
| Badarganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | " |
| Badiakhali Road* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | Via Naihati, Santahar and Fulchhari. |
| Bahadurabad* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 11 10 | " |
| Baiganbari* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | " |
| Baihata* ... | 7 13 10 | 8 0 10 | 8 0 10 | 8 4 10 | 8 4 10 | 8 4 10 | 7 11 10 | Via Naihati. |
| Balajan* ... | 7 0 10 | 7 2 10 | 7 2 10 | a7 7 2 | a7 7 2 | a7 7 2 | 6 14 10 | " |
| Bamandanga* ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Bamanhat* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | " |
| Baneswar* ... | 7 0 10 | 7 2 10 | 7 2 10 | a7 7 2 | a7 7 2 | a7 7 2 | 6 14 10 | " |

*Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

†(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat.

† These rates apply via Naihati and Lalga Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalga Ghat.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under 'N. B.' at page 399.

E. B. Ry.

| Station | Toposi | Singarai | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adamdighi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati |
| Alipur Duar* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | " |
| Annadanagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Amingaon* ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | " |
| Arariya(a) ... | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | Via Manihari Ghat. |
| Aurahi(a) ... | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | " |
| Badarganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Badiakhali Road* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bahadurabad* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via "Naihati, Santahar and Fulchhari. |
| Baiganbari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Baihata* ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | Via "Naihati. |
| Balajan* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Bamandanga* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bamanhat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Baneswar* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | " |

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barka Kana | Bhurkunda Siding | Ray | Route |
|----------------------|-----------|----------------|-------------|-----------|------------|------------------|-----------|---------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adamdighi* ... | 7 9 10 | 7 9 10 | 6 11 10 | 6 11 10 | 9 11 10 | 6 14 10 | 7 0 10 | Via Naihati. |
| Alipur Duar* ... | a8 3 2 | a8 3 2 | 7 7 10 | 7 7 10 | 7 11 10 | 7 13 10 | 8 0 10 | " |
| Annadanagar* ... | a7 12 3 | a7 12 3 | 7 0 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 9 10 | " |
| Amingaon* ... | a9 0 3 | a9 0 3 | 8 4 10 | 8 7 10 | 8 11 10 | 8 11 10 | 8 13 10 | " |
| Arariya(a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Aurahi(a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Badarganj* ... | a7 10 3 | a7 10 3 | 6 14 10 | 6 14 10 | 7 2 10 | 7 4 10 | 7 7 10 | Via Naihati. |
| Badiakhali Road* ... | a8 0 3 | a8 0 3 | 6 11 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 4 10 | " |
| Bahadurabad* ... | 8 2 10 | 8 2 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 7 10 | Via "Naihati, Santahar and Fulchhari. |
| Baiganbari* ... | 8 7 10 | 8 7 10 | 7 2 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 13 1 | " |
| Baihata* ... | a9 0 2 | a9 0 2 | 8 4 10 | 8 4 10 | 8 9 10 | 8 11 10 | 8 13 10 | Via "Naihati. |
| Balajan* ... | a8 0 3 | a8 0 3 | 7 4 10 | 7 7 10 | 7 11 10 | 7 11 10 | 7 13 10 | " |
| Bamandanga* ... | a7 14 2 | a7 14 3 | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 7 10 | " |
| Bamanhat* ... | a7 14 3 | a7 14 3 | 7 2 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 13 10 | " |
| Baneswar* ... | a8 0 3 | a8 0 3 | 7 4 10 | 7 7 10 | 7 11 10 | 7 11 10 | 8 0 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 399.

| Station | Ondal | Ukhra | Pandaveswar | Samia No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|--------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bangalbaree (a) | 6 7 2 | 6 5 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 7 2 | 6 3 2 | Via Manihari Ghat. |
| Banmankhi (a) ... | 6 5 2 | 6 5 2 | 6 3 2 | 6 3 2 | 6 3 2 | 6 7 2 | 6 1 2 | " |
| Barhara Kothi (a) | 6 10 2 | 6 7 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 10 2 | 6 3 2 | " |
| Bausi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Barsoi Ghat (a) | 6 3 2 | 5 14 2 | 5 12 2 | 5 14 2 | 5 14 2 | 6 3 2 | 5 12 2 | Via Manihari Ghat. |
| Basbari* ... | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | Via Naihati. |
| Basugaon* ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | " |
| Bathnaha (a) ... | 6 12 2 | 6 12 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 14 2 | 6 7 2 | Via Manihari Ghat. |
| Behariganj (a) ... | 6 12 2 | 6 10 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 12 2 | 6 5 2 | " |
| Belsiri* ... | 8 0 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 2 10 | Via Naihati. |
| Bhaluka Road (a) | 6 3 2 | 6 1 2 | 5 14 2 | 5 14 2 | 6 1 2 | 6 3 2 | 5 12 2 | Via Manihari Ghat. |
| Bharatkhalī* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Bhetaguri* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Bhomradaha* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bhurungamari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Bhutsara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bidyagunj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Bijni* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 4 10 | " |
| Biral (a) ... | *6 11 10 | *6 11 10 | 6 10 2 | 6 10 2 | 6 10 2 | *6 11 10 | 6 7 2 | Via Manihari Ghat. |
| Bogra* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Bonarpara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bongaigaon* ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 399.

| Station | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route |
|--------------------|-----------|------------------------------------|---------------|------------|-----------|-----------|---------------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bangalbaree (a) | 6 10 2 | 6 10 2 | 6 10 2 | *6 11 10 | *6 11 10 | *6 11 10 | *6 14 10 | Via Manihari Ghat. |
| Banmankhi (a) ... | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 12 2 | 7 1 3 | " |
| Barhara Kothi (a) | 6 10 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | *7 4 10 | " |
| Bausi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | Via Naihati. |
| Barsoi Ghat (a) | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 14 3 | Via Manihari Ghat. |
| Basbari* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | Via Naihati. |
| Basugaon* ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 7 10 | " |
| Bathnaha (a) ... | 6 14 2 | 6 14 2 | 6 14 2 | †7 0 4 | †7 0 4 | †7 0 4 | *7 4 10 | Via Manihari Ghat. |
| Behariganj (a) ... | 6 12 2 | 6 12 2 | 6 14 2 | 6 14 2 | †7 0 4 | †7 0 4 | *7 4 10 | " |
| Belsiri* ... | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 7 10 | Via Naihati. |
| Shaluka Road (a) | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | *6 11 10 | Via Manihari Ghat. |
| Bharatkali* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Bhetaguri* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Bhurungamari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Bhomradaha* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Bhutsara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Bidyagunj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Bijni* ... | 7 4 10 | 7 4 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 9 10 | " |
| Biral* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bogra* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bonarpara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bongaigaon* ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Naihati and Lalgaol Ghat and include the ferry and transhipment charges of Re. 0-11-4 per ton at Lalgaol Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

| Station | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|---------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bangalbaree * | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati |
| Banmankhi (a) ... | *7 2 10 | 6 12 2 | 6 14 2 | 6 14 2 | 6 14 2 | 6 14 2 | †7 0 4 | Via Manihari Ghat. |
| Barhara Kothi (a) * | *7 2 10 | 6 14 2 | †7 0 4 | †7 0 4 | †7 0 4 | †7 0 4 | †7 0 4 | " |
| Bausi* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Barsol Ghat (a) | 6 14 3 | 6 7 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | Via Manihari Ghat. |
| Basbari* ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | Via Naihati. |
| Basugaon* ... | 7 7 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | " |
| Baṭhnaha * ... | 7 4 10 | †7 0 4 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Behariganj * ... | 7 4 10 | †7 0 4 | 7 2 10 | †7 0 4 | †7 0 4 | 7 2 10 | 7 2 10 | " |
| Belsiri * ... | 8 7 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 4 10 | Via Naihati. |
| Bhaluka Road (a) * | *6 11 10 | 6 10 2 | *6 11 10 | 6 10 2 | *6 11 10 | *6 11 10 | *6 11 10 | Via Manihari Ghat. |
| Bharatkhalī* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Bhetaguri* ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Bhurungamari* ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Bhomradaha* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bhutsara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bidyagunj* ... | 7 0 10 | 6 11 10 | 6 14 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Bijni* ... | 7 9 10 | 7 4 10 | 7 7 10 | 7 4 10 | 7 11 10 | 7 7 10 | 7 7 10 | " |
| Biral * ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bogra* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bonarpara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bongaigaon* ... | 7 7 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include the transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

† These rates apply via Naihati and Lalga Ghat and include the ferry and transhipment charges of Re. 0-11-4 per ton at Lalga Ghat.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 399.

| Station | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohanj No. 2 | Chara | Route |
|--------------------|-------------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bangalbaree (a) | *6 11 10 | *6 14 10 | *6 14 10 | *7 2 10 | *7 2 10 | *7 2 10 | 6 10 2 | Via Manihari Ghat. |
| Banmankhl (a) ... | †7 0 4 | *7 2 10 | *7 2 10 | 7 5 3 | 7 5 3 | 7 7 2 | 6 10 2 | " |
| Barhara Kothi (a) | *7 2 10 | †7 3 4 | *7 4 10 | 7 7 2 | 7 7 2 | 7 7 2 | 6 12 2 | " |
| Bausl* | ... 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | Via Naihati. |
| Barsoi Ghat (a) | 6 12 2 | †7 0 4 | †7 0 4 | 7 3 3 | 7 3 3 | 7 3 3 | 6 5 2 | Via Manihari Ghat. |
| Basbari* | ... 7 0 10 | 7 2 10 | 7 2 10 | a7 7 3 | a7 7 2 | a7 7 3 | 6 14 10 | Via Naihati. |
| Basugaon* | ... 7 4 10 | 7 7 10 | 7 7 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 2 10 | " |
| Bathnaha (a) ... | *7 2 10 | *7 4 10 | *7 4 10 | 7 7 2 | 7 7 2 | 7 7 2 | †7 0 4 | Via Manihari Ghat. |
| Behariganj (a) ... | *7 2 10 | *7 4 10 | *7 4 10 | 7 7 2 | 7 7 2 | 7 7 2 | 6 14 2 | " |
| Belsiri * | ... 8 4 10 | 8 7 10 | 8 7 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 2 10 | Via Naihati. |
| Bhaluka Road (a) | *6 11 10 | *6 11 10 | *6 11 10 | †7 0 4 | *6 14 10 | †7 0 4 | 6 5 2 | Via Manihari Ghat. |
| Bharatkhalil* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | Via Naihati. |
| Bhetaguri* | ... 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | " |
| Bhurungamari* | ... 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | " |
| Bhomradaha* | ... 6 14 10 | 6 14 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Bhutsara* | ... 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Bldyagunj* | ... 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | " |
| Bljni* | ... 7 7 10 | 7 9 10 | 7 9 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 4 10 | " |
| Biral * | ... 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Bogra* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 11 10 | 6 11 10 | Via Naihati. |
| Bonarpara* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Bongaigaon* | ... 7 7 10 | 7 7 10 | 7 9 10 | 7 11 10 | 7 11 10 | a7 12 3 | 7 2 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bangalbaree (a) | 6 10 2 | 6 10 2 | 6 10 2 | *6 11 10 | *6 11 10 | *6 11 10 | *6 11 10 | Via Manihar Ghat. |
| Banmankhi (a) ... | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | 6 14 2 | " |
| Barhara Kothi (a) | 6 12 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | 6 14 2 | †7 0 4 | " |
| Bausi * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Barsoi Ghat (a) | 6 5 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 10 2 | Via Manihar Ghat. |
| Basbari * | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | Via Naihati. |
| Basugaon * | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | " |
| Bathnaha (a) ... | 6 14 2 | 6 14 2 | †7 0 4 | †7 0 4 | †7 0 4 | †7 0 4 | *7 2 10 | Via Manihar Ghat. |
| Behariganj (a) ... | 6 14 2 | 6 14 2 | 6 14 2 | 6 14 2 | †7 0 4 | †7 0 4 | †7 0 4 | " |
| Belsiri * | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 4 10 | Via Naihati. |
| Bhaluka Road (a) | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | Via Manihar Ghat. |
| Bharatkhalī * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Bhetaguri * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Bhurungamari * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Bhomradaha * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bhutsara * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bidyagunj | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bijni * | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | " |
| Biral * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bogra * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Bonarpara * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Bongaigaon * | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include the transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transhipment charge of Re. 0-11-4 per ton at Lalgola Ghat.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barka Kana | Bhirkunda Siding | Ray | Route |
|-----------------------|-----------|----------------|-------------|-----------|------------|------------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bangalbaree (a) ... | 7 7 2 | 7 7 2 | *7 2 10 | *7 2 10 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat |
| Banmankhi (a) ... | 7 7 2 | 7 7 2 | *7 4 10 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Barhara Kothi (a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Bausi* ... | a8 7 3 | a8 7 3 | 7 2 10 | 7 2 10 | 7 7 10 | 7 9 10 | 7 11 10 | Via Naihati. |
| Barsoi Ghat (a) ... | 7 7 2 | 7 7 2 | *7 4 10 | *7 4 10 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Basbari* ... | a8 0 3 | a8 3 2 | 7 7 10 | 7 7 10 | 7 11 10 | 7 13 10 | 8 0 10 | Via Naihati. |
| Basugaon* ... | a8 5 3 | a8 7 2 | 7 9 10 | 7 11 10 | 8 0 10 | 8 0 10 | 8 4 10 | " |
| Bathnaha (a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Behariganj (a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Belsiri * ... | a9 5 3 | a9 7 2 | 8 11 10 | 8 11 10 | 9 0 10 | 9 2 10 | 9 4 10 | Via Naihati |
| Bhaluka Road (a) ... | 7 7 2 | 7 7 2 | *6 14 10 | †7 0 4 | *7 4 10 | *7 4 10 | 7 7 2 | Via Manihari Ghat. |
| Bharatkhalī* ... | a8 0 3 | *8 0 10 | 6 11 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 4 10 | Via Naihati. |
| Bhetaguri* ... | a8 0 2 | a8 0 2 | 7 4 10 | 7 4 10 | 7 9 10 | 7 11 10 | 7 13 10 | " |
| Bhomradaha* ... | a7 10 3 | a7 10 3 | 7 2 10 | 7 2 10 | 7 7 10 | 7 9 10 | 7 11 10 | " |
| Bhurungamari* ... | a8 0 2 | a8 0 2 | 7 4 10 | 7 4 10 | 7 9 10 | 7 11 10 | 7 13 10 | " |
| Bhutsara* ... | a7 12 2 | a7 12 3 | 7 0 10 | 7 0 10 | 7 4 10 | 7 7 10 | 7 9 10 | " |
| Bidyagunj* ... | 8 7 10 | 8 7 10 | 7 2 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 11 10 | " |
| Bijni* ... | a8 7 3 | a8 7 3 | 7 11 10 | 7 13 10 | 8 2 10 | 8 2 10 | 8 4 10 | " |
| Biral (a) ... | 7 7 2 | 7 7 2 | *7 0 10 | *7 0 10 | *7 4 10 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Bogra* ... | 7 11 10 | 7 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 2 10 | Via Naihati. |
| Bonarpara* ... | a8 0 3 | a8 0 3 | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 4 10 | " |
| Bongaigaon* ... | a8 7 2 | a8 7 3 | 7 11 10 | 7 11 10 | 8 2 10 | 8 2 10 | 8 4 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

† These rates apply via Naihati and Lalga Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalga Ghat.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 399.

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Daruaia Siding | Falasthali | Panchra | Route |
|-----------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Buxa Road* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | Via Naihati. |
| Chirrir Bandar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Chowdhurani* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Chutiapara* ... | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | " |
| Cooch Behar* § ... | 7 9 5 | 7 9 5 | 7 12 5 | 7 12 5 | 7 12 5 | 7 14 5 | 7 12 5 | " |
| Dacca* ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 4 10 | " |
| Dagi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Dalkolha (a) ... | 6 7 2 | 6 5 2 | 6 3 2 | 6 3 2 | 6 3 2 | 6 7 2 | 6 1 2 | Via Manihari Ghat. |
| Dalsingpara* ... | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | Via Naihati. |
| Dandkhora (a) ... | 5 10 2 | 5 8 2 | 5 5 2 | 5 5 2 | 5 8 2 | 5 12 2 | 5 3 2 | Via Manihari Ghat. |
| Dewan Hat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | Via Naihati. |
| Dhala* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | " |
| Dharmakura* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Dhekiajuli Road* ... | 8 0 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 2 10 | " |
| Dhubri* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | " |
| Via Dhubri Ghat ¶ ... | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |

| Station | Raniganj | Raniganj Siding, Coal (Bengal Co.) | Raniganj Ghat | Kalipahari | Asaniol | Dhadka | Jainti Siding | Route |
|-----------------------|-----------|------------------------------------|---------------|------------|-----------|-----------|---------------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Buxa Road* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | Via Naihati. |
| Chirrir Bandar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Chowdhurani* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Chutiapara* ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 2 10 | " |
| Cooch Behar* § ... | 7 9 5 | 7 9 5 | 7 9 5 | 7 12 5 | 7 12 5 | 7 12 5 | 8 0 5 | " |
| Dacca* ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 9 10 | " |
| Dagi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Dalkolha (a) ... | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | * 7 2 10 | Via Manihari Ghat. |
| Dalsingpara* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 7 10 | Via Naihati. |
| Dandkhora (a) ... | 5 12 2 | 5 12 2 | 5 12 2 | 5 14 2 | 6 1 2 | 6 1 2 | 6 7 3 | Via Manihari Ghat. |
| Dewan Hat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | Via Naihati. |
| Dhala* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 4 10 | " |
| Dharmakura* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Dhekiajuli Road* ... | 8 0 10 | 8 0 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 7 10 | " |
| Dhubri* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | " |
| Via Dhubri Ghat ¶ ... | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 14 10 | 6 14 10 | 7 2 10 | " |

* Note.—These rates include the E. I. Ry. terminal charge of Re. 0-2-0 per ton except on cross traffic

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

• (a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

¶ In addition to these rates the following charges will be levied and credited to the E. B. Ry. Ghat charge ... Rs. 3-6-5 per ton. Transhipment charge ... Re. 0-6-10 per ton.

§ These rates include the extra charge of Re. 0-13-7 per ton leviable at Cooch Behar.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

E. B. Ry.

| Station | Karnatar | Sitarampur | Shamdih | Kuiti | Barakar | Mugma | Mugma West | Route |
|-------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Buxa Road* ... | 7 4 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati |
| Chirrir Bandar* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Chowdhurani* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Chutiapara* | 8 0 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | " |
| Cooch Behar*§ ... | 8 0 5 | 7 12 5 | 7 12 5 | 7 12 5 | 7 12 5 | 7 14 5 | 7 14 5 | " |
| Dacca* | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | " |
| Dagi* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Dalkolha(a) ... | *7 2 10 | 6 12 2 | 6 14 2 | 6 14 2 | 6 14 2 | †7 0 4 | †7 0 4 | Via Manihari Ghat. |
| Dalsingpara* ... | 7 7 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | Via Naihati. |
| Dandkhora(a) ... | 6 10 3 | 6 3 2 | 6 5 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | Via Manihari Ghat. |
| Dewan Hat* ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | Via Naihati. |
| Dhala* | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Dharmakura* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Dhekiajuli Road* | 8 7 10 | 8 2 10 | 8 4 10 | 8 2 10 | 8 4 10 | 8 4 10 | 8 4 10 | " |
| Dhubri* | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Via Dhubri Ghat¶* | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |

| Station | Kalobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Krasgath. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-------------------|------------|-----------|-----------------------------------------|-----------|-------------|----------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Buxa Road* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 0 10 | Via Naihati. |
| Chirrir Bandar* | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | " |
| Chowdhurani* | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Chutiapara* | 8 0 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 4 10 | a8 5 3 | 7 11 10 | " |
| Cooch Behar*§ ... | 7 14 5 | 8 0 5 | 8 0 5 | a8 4 9 | a8 4 9 | a8 4 9 | 7 9 5 | " |
| Dacca* | 7 7 10 | 7 9 10 | 7 9 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 4 10 | " |
| Dagi* | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Dalkolha(a) ... | †7 0 4 | *7 2 10 | *7 2 10 | 7 7 2 | 7 7 2 | 7 7 2 | 6 10 2 | Via Manihari Ghat. |
| Dalsingpara* ... | 7 4 10 | 7 7 10 | 7 7 10 | a7 10 3 | 7 11 10 | 7 11 10 | 7 0 10 | Via Naihati. |
| Dandkhora(a) ... | 6 7 2 | 6 12 2 | 6 12 2 | 6 12 3 | 6 12 3 | 6 12 3 | 5 14 2 | Via Manihari Ghat. |
| Dewan Hat* ... | 7 0 10 | 7 0 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | Via Naihati. |
| Dhala* | 7 0 10 | 7 2 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 7 10 | 6 14 10 | " |
| Dharmakura* | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Dhekiajuli Road* | 8 4 10 | 8 7 10 | 8 7 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 2 10 | " |
| Dhubri* | 7 2 10 | 7 2 10 | 7 4 10 | a7 7 3 | a7 7 3 | a7 7 3 | 6 14 10 | " |
| Via Dhubri Ghat¶* | 7 0 10 | 7 0 10 | 7 2 10 | a7 5 3 | a7 5 3 | a7 5 3 | 6 12 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton except on cross traffic.

* These rates apply via Naihati and include the transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Naihati and Lalga Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalga Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat.

§ These rates include the extra charge of Re. 0-13-7 per ton leviable at Cooch Behar.

¶ In addition to these rates the following charges will be levied and credited to the E. B. Ry.—
Ghat charge Rs. 3 6 5 per ton.

Transshipment charge Re. 0 6 10 "

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 39.

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Buxa Road* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | Via Naihati. |
| Chirrir Bandar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Chowdhurani* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Chutiapara* ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | " |
| Cooch Behar*§ ... | 7 9 5 | 7 9 5 | 7 9 5 | 7 12 5 | 7 12 5 | 7 12 5 | 7 12 5 | " |
| Dacca* ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | " |
| Dagi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Dalkolha(a) ... | 6 10 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | 6 14 2 | Via Manihari Ghat. |
| Dalsingpara* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |
| Dandkhora(a) ... | 5 12 2 | 5 14 2 | 5 14 2 | 5 14 2 | 6 1 2 | 6 1 2 | 6 3 2 | Via Manihari Ghat. |
| Dewan Hat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | Via Naihati. |
| Dhala* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | " |
| Dharmakura* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Dhekiajuli Road* ... | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | " |
| Dhubri* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Via Dhubri Ghat† ... | 6 12 10 | 6 12 10 | 6 12 10 | 6 12 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkakana | Bhurkunda Siding | Ray | Route |
|----------------------|-----------|----------------|-------------|-----------|-----------|------------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Buxa Road* ... | a8 3 3 | a8 5 2 | 7 7 10 | 7 9 10 | 7 13 10 | 8 0 10 | 8 2 10 | Via Naihati. |
| Chirrir Bandar* ... | a7 7 2 | a7 7 3 | 6 14 10 | 6 14 10 | 7 2 10 | 7 4 10 | 7 7 10 | " |
| Chowdhurani* ... | a7 14 2 | a7 14 2 | 7 0 10 | 7 0 10 | 7 4 10 | 7 7 10 | 7 9 10 | " |
| Chutiapara* ... | a9 0 3 | a9 0 3 | 8 4 10 | 8 7 10 | 8 11 10 | 8 11 10 | 8 13 10 | " |
| Cooch Behar*§ ... | a8 13 10 | a8 13 10 | 8 2 5 | 8 5 5 | 8 9 5 | 8 9 5 | 8 11 5 | " |
| Dacca* ... | 9 2 10 | 9 0 10 | 7 13 10 | 7 13 10 | 8 2 10 | 8 4 10 | 8 7 10 | " |
| Dagi* ... | 8 4 10 | 8 4 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 7 10 | 7 9 10 | " |
| Dalkolha(a) ... | 7 7 2 | 7 7 2 | *7 4 10 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Dalsingpara* ... | a8 5 3 | a8 5 3 | 7 9 10 | 7 11 10 | 8 0 10 | 8 0 10 | 8 2 10 | Via Naihati. |
| Dandkhora(a) ... | 7 7 2 | 7 7 2 | *7 2 10 | *7 2 10 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Dewan Hat* ... | a8 0 2 | a8 0 2 | 7 4 10 | 7 4 10 | 7 9 10 | 7 11 10 | 7 13 10 | Via Naihati. |
| Dhala* ... | 8 11 10 | 8 11 10 | 7 7 10 | 7 7 10 | 7 11 10 | 7 13 10 | 8 0 10 | " |
| Dharmakura* ... | 8 2 10 | 8 2 10 | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 9 10 | " |
| Dhekiajuli Road* ... | a9 5 3 | a9 5 3 | 8 9 10 | 8 11 10 | 9 0 10 | 9 0 10 | 9 2 10 | " |
| Dhubri* ... | a8 3 2 | a8 3 2 | 7 7 10 | 7 7 10 | 7 11 10 | 7 13 10 | 8 0 10 | " |
| Via Dhubri Ghat† ... | a8 1 2 | a8 1 3 | 7 5 10 | 7 5 10 | 7 9 10 | 7 11 10 | 9 14 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton except on cross traffic.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar Amnura or at Parbatipur.

† In addition to these rates the following charges will be levied and credited to the E. B. Ry.—

• Ghat charge ... Rs. 3 6 5 per ton.
Transshipment charge ... Re. 0 6 10 "

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat.

§ These rates include the extra charge of Re. 0-13-7 per ton leviable at Cooch Behar.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 399.

E. B. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthal† | Panchra | Route |
|----------------------|-----------|-----------------------------------|---------------|-------------|----------------|------------|---------------|------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Dinaipur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Dinhata* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Durmut* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Fakiragram* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | " |
| Fallimari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Forbesganj (a) ... | 6 12 2 | 6 10 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 12 2 | 6 7 2 | Via Manihari Ghat. |
| Fulchhari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati |
| Gabtali* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Gafargaon* ... | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Gaibanda* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Garh Banaili (a) ... | 6 1 2 | 5 14 2 | 5 12 2 | 5 12 2 | 5 14 2 | 6 3 2 | 5 10 2 | Via Manihari Ghat. |
| Garopara* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | Via Naihati. |
| Godagari‡ ... | 6 0 4 | 6 3 4 | 6 5 4 | 6 5 4 | 6 5 4 | 6 10 4 | 6 7 4 | Via Nahati and Lalgola Ghat. |
| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka | Jainti Siding | Route |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Dinaipur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Dinhata* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Durmut* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Fakiragram* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | " |
| Fallimari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Forbesganj (a) ... | 6 14 2 | 6 14 2 | 6 14 2 | 7 0 4‡ | 7 0 4‡ | 7 0 4‡ | 7 4 10* | Via Manihari Ghat. |
| Fulchhari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Gabtali* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Gafargaon* ... | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | " |
| Gaibanda* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 0 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Garh Banaili (a) ... | 6 3 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 12 3 | Via Manihari Ghat. |
| Garopara* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | Via Naihati. |
| Godagari‡ ... | 6 3 4 | 6 3 4 | 6 3 4 | 6 5 4 | 6 7 4 | 6 7 4 | 6 11 10* | Via Nahati and Lalgola Ghat. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry terminal charge of Re. 0-2-0 per ton.

‡ These rates apply via Naihati and Lalgola Ghat and include the ferry and transhipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|----------------------|------------|------------|-----------------------------------------------|-----------|-------------|----------------|------------|------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Dinajpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Dinhata* ... | 7 0 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Durmut* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Fakiragram* ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Falimari* ... | 7 0 10 | 6 11 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | " |
| Forbesganj* ... | 7 4 10 | 7 0 4† | 7 2 10 | 7 0 4† | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Fulchhari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Gabali* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Gafargaon* ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | " |
| Gaibanda* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Garh Banaili (a) ... | 6 14 3 | 6 7 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | Via Manihari Ghat. |
| Garopara* ... | 7 4 10 | 7 0 10 | 7 2 10 | 7 2 0 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |
| Godagari‡ ... | 6 11 10* | 6 7 4 | 6 10 4 | 6 10 4 | 6 10 4 | 6 11 10* | 6 11 10* | Via Nahatl and Lalgola Ghat. |
| Stations | Kalobathan | Dhanbad | Kusunda, Jherriah, Pathardihi and Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Dinajpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | Via Naihati. |
| Dinhata* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | " |
| Durmut* ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Fakiragram* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 0 0 | " |
| Falimari* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | " |
| Forbesganj (a) ... | 7 2 10* | 7 4 10* | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | 6 14 2 | Via Manihari Ghat. |
| Fulchhari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | Via Naihati. |
| Gabali* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Gafargaon* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 9 10 | 6 14 10 | " |
| Gaibanda* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | " |
| Garh Banaili (a) ... | 6 12 2 | 7 0 4† | 7 0 4† | 7 3 3 | 7 1 3 | 7 3 3 | 6 5 2 | Via Manihari Ghat. |
| Garopara* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 0 10 | Via Naihati. |
| Godagari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 5 4† | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry terminal charge of Re. 0-2-0 per ton.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399.

| Stations | Toposi | Singarani | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route. |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Dinaipur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Dinhata* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Durmut* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Fakiragram* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | " |
| Falimari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Forbesganj (a) ... | 6 14 2 | 6 14 2 | 6 14 2 | 7 0 4½ | 7 0 4½ | 7 0 4½ | 7 7 4½ | Via " Manihari Ghat. |
| Fulchhari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Gabtalī* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Gafargaon* ... | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Gaibanda* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Garh Banailī (a) ... | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 10 2 | Via Manihari Ghat. |
| Garopara* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | Via Naihati. |
| Godagari‡ ... | 6 3 4 | 6 3 4 | 6 5 4 | 6 5 4 | 6 7 4 | 6 7 4 | 6 10 4 | Via Naihati and Lalgola Ghat. |

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barka Kana | Bhurkunda Siding | e Ray | Route |
|----------------------|-----------|----------------|-------------|-----------|------------|------------------|-----------|------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Dinaipur* ... | 7 7 2a | 7 7 2a | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 7 2a | Via Naihati. |
| Dinhata* ... | 7 14 3a | 7 14 3a | 7 2 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 13 10 | " |
| Durmut* ... | 8 2 10 | 8 2 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 7 10 | 7 9 10 | " |
| Fakiragram* ... | 8 5 2a | 8 5 2a | 7 9 10 | 7 9 10 | 7 13 10 | 8 0 10 | 8 2 10 | " |
| Falimari* ... | 7 14 3a | 7 14 3a | 7 2 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 11 10 | " |
| Forbesganj (a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Fulchhari* ... | 8 0 10 | 8 0 10 | 6 11 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 4 10 | Via Naihati. |
| Gabtalī* ... | 7 13 10 | 7 13 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 2 10 | " |
| Gafargaon* ... | 8 11 10 | 8 11 0 | 7 7 10 | 7 9 10 | 7 13 10 | 7 13 10 | 8 0 10 | " |
| Gaibanda* ... | 8 0 2a | 8 0 2a | 6 14 10 | 6 14 10 | 7 2 10 | 7 4 10 | 7 7 10 | " |
| Garh Banailī (a) ... | 7 7 2 | 7 7 2 | 7 4 10* | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Garopara* ... | 8 3 3a | 8 3 3a | 7 7 10 | 7 9 10 | 7 13 10 | 7 13 10 | 8 2 10 | Via Naihati. |
| Godagari‡ ... | 7 9 4 | 7 9 4 | 6 11 10* | 6 11 10* | 7 0 4 | 7 0 4 | 7 0 4 | Via Nahati and Lalgola Ghat. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

‡ These rates apply via Naihati and Lalgola Ghat and include the ferry and transhipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-------------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Gauripur* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | Via Naihati. |
| Gitaldaha* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Golakganj* ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | " |
| Goresvar* ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | " |
| Hamiltonganj* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | " |
| Harisinga* ... | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 7 13 10 | 8 0 2a | 8 0 2a | " |
| Harishchandra- pur (a) ... | 6 1 2 | 5 14 2 | 5 12 2 | 5 12 2 | 5 14 2 | 6 3 2 | 5 10 2 | Via Manihari Ghat. |
| Hasimara* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |
| Hugraajuli* ... | 8 0 10 | 8 0 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | " |
| Jagananathganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Jainti* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | " |
| Jalalgarh (a) ... | 6 3 2 | 6 1 2 | 5 14 2 | 5 14 2 | 5 14 2 | 6 3 2 | 5 12 2 | Via Manihari Ghat. |
| Janakinagar (a) ... | 6 7 2 | 6 5 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 3 2 | " |
| Jaydebpur* ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | Via Naihati. |
| Jogbani (a) ... | 6 14 2 | 6 12 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 14 2 | 6 10 2 | Via Manihari Ghat. |
| Kachna (a) ... | 6 3 2 | 6 1 2 | 5 14 2 | 5 14 2 | 6 1 2 | 6 5 2 | 5 12 2 | " |

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route |
|-------------------------------|-----------|-----------------------------------------|---------------|------------|-----------|-----------|---------------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Gauripur* ... | 6 14 10 | 6 14 10 | 6 14 0 | 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | Via Naihati. |
| Gitaldaha* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Golakganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | " |
| Goresvar* ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 8 0 10 | " |
| Hamiltonganj* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | " |
| Harisinga* ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 4 10 | " |
| Harishchandra- pur (a) ... | 6 3 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 11 10* | Via Manihari Ghat. |
| Hasimara* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 7 3a | Via Naihati. |
| Hugraajuli* ... | 8 0 10 | 8 0 10 | 8 0 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 7 10 | " |
| Jagananathganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Jainti* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | " |
| Jalalgarh (a) ... | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 14 3 | Via Manihari Ghat. |
| Janakinagar (a) ... | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | 6 12 2 | 7 3 3 | " |
| Jaydebpur* ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 7 10 | Via Naihati. |
| Jogbani † ... | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 7 2a | Via Naihati and Lalgola Ghat. |
| Kachna (a) ... | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 14 3 | Via Manihari Ghat. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|--------------------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Gauripur* ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | Via Naihati. |
| Gitaldaha* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Golakganj* ... | 7 2 10 | 6 14 10 | 7 0 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | " |
| Goresvar* ... | 8 0 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | " |
| Hamiltonganj* ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Harisinga* ... | 8 2 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | " |
| Harishchandra- pur (a). ... | 6 11 10* | 6 7 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 11 10* | Via Manihari Ghat. |
| Hasimara* ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |
| Hugrajiuli* ... | 8 7 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 4 10 | " |
| Jagannathganj* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Jainti* ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Jalalgarh (a) ... | 7 0 4† | 6 10 2 | 6 12 2 | 6 10 2 | 6 12 2 | 6 12 2 | 6 12 2 | Via Manihari Ghat. |
| Janakinagar (a) ... | 7 2 10* | 6 14 2 | 7 0 4† | 6 14 2 | 7 0 4† | 7 0 4† | 7 0 4† | " |
| Jaydebpur* ... | 7 7 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | Via Naihati |
| Jogbani* ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Kachna (a) ... | 7 0 4† | 6 10 2 | 6 12 2 | 6 11 10* | 6 11 10* | 6 12 2 | 6 12 2 | Via Manihari Ghat. |

| Stations | Kaloobathan | Dhanbad | Kusunda, Jherriah, Pathardihi & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|--------------------------------|-------------|-----------|------------------------------------------------------|-----------|-------------|-------------------|-----------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Gauripur* ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 7 3a | 7 7 2a | 7 7 3a | 6 4 10 | Via Naihati. |
| Gitaldaha* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 4 10 | 6 11 10 | " |
| Golakganj* ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 7 2a | 7 7 2a | 7 7 2a | 6 14 10 | " |
| Goresvar* ... | 7 13 10 | 8 0 10 | 8 0 10 | 8 4 10 | 8 4 10 | 8 4 10 | 7 11 10 | " |
| Hamiltonganj* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 0 10 | " |
| Harisinga* ... | 8 2 10 | 8 2 10 | 8 2 10 | 8 7 3a | 8 7 3a | 8 7 3a | 7 13 10 | " |
| Harishchandra- pur (a). ... | 6 11 10* | 6 11 10* | 6 11 10* | 7 0 4† | 7 0 4† | 7 0 4† | 6 5 2 | Via Manihari Ghat. |
| Hasimara* ... | 7 4 10 | 7 4 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 10 3a | 7 0 10 | Via Naihati. |
| Hugrajiuli* ... | 8 4 10 | 8 7 10 | 8 7 10 | 8 9 3a | 8 9 3a | 8 11 10 | 8 0 10 | " |
| Jagannathganj* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 4 10 | 6 11 10 | " |
| Jainti* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 0 10 | " |
| Jalalgarh (a) ... | 6 14 2 | 7 0 4† | 7 2 10* | 7 3 3 | 7 3 3 | 7 3 3 | 6 5 2 | Via Manihari Ghat. |
| Janakinagar (a) ... | 7 0 4† | 7 2 10* | 7 2 10* | 7 7 2 | 7 7 2 | 7 7 2 | 6 10 2 | " |
| Jaydebpur* ... | 7 4 10 | 7 7 10 | 7 7 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 2 10 | Via Naihati. |
| Jogbani (a) ... | 7 3 4 † | 7 4 10* | 7 5 4† | 7 7 2 | 7 7 2 | 7 7 2 | 7 0 4† | Via Manihari Ghat. |
| Kachna (a) ... | 6 14 2 | 7 0 4† | 7 0 10* | 7 3 3 | 7 3 3 | 7 4 10* | 6 5 2 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santghar, Amnura or at Parbatipur.

† These rates apply via Naihati and Lalga Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalga Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

| ● Stations | Toposi | Singar | Ikrah | Januria | Barani | Churulla | Gaurangi | Route |
|-------------------------------|---------|----------------|-------------|---------|---------|---------------------|----------|----------------------------------|
| Gauripur* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | Via Naihati. |
| Gitaldaha* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Golakganj* ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Goresvar* ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | " |
| Hamiltonganj* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | " |
| Harisinga* ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 0 10 | 8 0 10 | " |
| Harishchandra- pur (a) ... | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | Via Manihari Ghat. |
| Hasimara* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |
| Hugrajiuli* ... | 8 0 10 | 8 0 10 | 8 0 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | " |
| Jagannathganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Jainti* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | " |
| Jalalgarh (a) ... | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | Via Manihari Ghat. |
| Janakinagar (a) ... | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | " |
| Jaydebpur* ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | Via Naihati. |
| Jogbani † ... | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 2 10* | Via Naihati. and Lalgola Ghat |
| Kachna (a) ... | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | Via Manihari Ghat |
| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkana | Bhurkunda Siding | Ray | Route |
| Gauripur* ... | 8 3 2a | 8 3 2a | 7 7 10 | 7 7 10 | 7 11 10 | 7 13 10 | 8 0 10 | Via Naihati. |
| Gitaldaha* ... | 7 14 3a | 7 14 3a | 7 2 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | " |
| Golakganj* ... | 8 0 3a | 8 0 3a | 7 4 10 | 7 7 10 | 7 11 10 | 7 11 10 | 7 13 10 | " |
| Goresvar* ... | 9 0 2a | 9 0 2a | 8 4 10 | 8 4 10 | 8 9 10 | 8 11 10 | 8 13 10 | " |
| Hamiltonganj* ... | 8 5 2a | 8 5 2a | 7 9 10 | 7 9 10 | 7 13 10 | 8 0 10 | 8 2 10 | " |
| Harisinga* ... | 9 3 2a | 9 3 2a | 8 7 10 | 8 7 10 | 8 11 10 | 8 13 10 | 9 0 10 | " |
| Harishchandra- pur (a) ... | 7 7 2 | 7 7 2 | 6 14 10* | 7 0 4† | 7 4 10* | 7 4 10* | 7 7 2 | Via Manihari Ghat. |
| Hasimara* ... | 8 5 2a | 8 5 3a | 7 9 10 | 7 9 10 | 8 0 10 | 8 0 10 | 8 2 10 | Via Naihati. |
| Hugrajiuli* ... | 9 5 3a | 9 5 3a | 8 9 10 | 8 11 10 | 9 0 10 | 9 0 10 | 9 2 10 | " |
| Jagannathganj* ... | 8 7 3a | 8 7 3a | 7 2 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 11 10 | " |
| Jainti* ... | 8 5 2a | 8 5 2a | 7 9 10 | 7 9 10 | 7 13 10 | 8 0 10 | 8 2 10 | " |
| Jalalgarh (a) ... | 7 7 2 | 7 7 2 | 7 4 10* | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Janakinagar (a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Jaydebpur* ... | 8 13 10 | 8 13 10 | 7 11 10 | 7 11 10 | 8 0 10 | 8 2 10 | 8 4 10 | Via Naihati. |
| Jogbani (a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Kachna (a) ... | 7 7 2 | 7 7 2 | 7 2 10* | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399.

E. B. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kahaloo* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kalchini* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | " |
| Kalir Bazar* ... | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | " |
| Kaliyaganj (a) ... | 6 10 2 | 6 7 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 10 2 | 6 5 2 | Via Manihari Ghat. |
| Kamarpara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kaugon* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kanki (a) ... | 6 10 2 | 6 7 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 10 2 | 6 5 2 | Via Manihari Ghat. |
| Kaoraid* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | Via Naihati. |
| Kasba (a) ... | 6 1 2 | 5 14 2 | 5 12 2 | 5 12 2 | 5 12 2 | 6 1 2 | 5 10 2 | Via Manihari Ghat. |
| Katihar (a) ... | 5 8 2 | 5 5 2 | 5 3 2 | 5 3 2 | 5 5 2 | 5 10 2 | 5 1 2 | " |
| Kaunia* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kendua Kalibari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kholrabari* ... | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | " |
| Kholahati* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kirtyanandnagar (a) ... | 6 3 2 | 5 14 2 | 5 12 2 | 5 14 2 | 5 14 2 | 6 3 2 | 5 12 2 | Via Manihari Ghat. |
| Kishanganj (a) ... | 6 12 2 | 6 10 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 12 2 | 6 7 2 | " |
| Kokrajhar* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route |
|-------------------------|-----------|-----------------------------------|---------------|------------|-----------|-----------|---------------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kahaloo* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kalchini* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | " |
| Kalir Bazar* ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | " |
| Kaliyaganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Kamarpara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kaugon* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kanki (a) ... | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | 6 14 2 | 6 14 2 | 7 4 10* | Via Manihari Ghat. |
| Kaoraid* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | Via Naihati. |
| Kasba (a) ... | 6 3 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 12 3 | Via Manihari Ghat. |
| Katihar (a) ... | 5 10 2 | 5 10 2 | 5 12 2 | 5 14 2 | 5 14 2 | 5 14 2 | 6 5 3 | " |
| Kaunia* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | Via Naihati. |
| Kendua Kalibari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Kholrabari* ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 2 10 | " |
| Kholahati* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kirtyanandnagar (a) ... | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 14 3 | Via Manihari Ghat. |
| Kishanganj (a) ... | 6 14 2 | 6 14 2 | 6 14 2 | 7 0 4† | 7 0 4† | 7 0 4† | 7 4 10* | " |
| Kokrajhar* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 7 10 | Via Naihati. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|----------------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kahaloo* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kalchini* ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Kalir Bazar* ... | 7 2 10 | 6 14 10 | 7 0 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Kaliyaganj* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kamarpara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kaugaon* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kanki ‡ ... | 7 2 10* | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | Via Naihati. and Lalgola Ghat. |
| Kaoraid* ... | 7 4 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |
| Kasba (a) ... | 6 14 3 | 6 7 2 | 6 10 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 12 2 | Via Manihari Ghat. |
| Katihar (a) ... | 6 7 3 | 6 1 2 | 6 3 2 | 6 3 2 | 6 3 2 | 6 3 2 | 6 3 2 | " |
| Kaunia* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kendua Kalibari* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Khoirabari* ... | 8 2 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | " |
| Kholahati* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kirtyanandnagar (a) ... | 6 14 3 | 6 7 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | Via Manihari Ghat. |
| Kishanganj* ... | 7 4 10* | 7 0 4‡ | 7 2 10* | 7 0 4‡ | 7 2 10* | 7 2 10* | 7 2 10* | Via Naihati. |
| Kokrajhar* ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |

| Stations | Kalooathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|----------------------------|------------|-----------|---------------------------------------------------|-----------|-------------|-------------------|-----------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kahaloo* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kalchini* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 0 10 | " |
| Kalir Bazar* ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 7 10 | 6 14 10 | " |
| Kaliyaganj* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Kamarpara* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 11 10 | Via Naihati. |
| Kaugaon* ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 6 14 10 | 7 0 10 | 6 11 10 | " |
| Kanki (a) ... | 7 2 10* | 7 2 10* | 7 2 10* | 7 7 2 | 7 7 2 | 7 7 2 | 6 12 2 | Via Manihari Ghat. |
| Kaoraid* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 0 10 | Via Naihati. |
| Kasba (a) ... | 6 12 2 | 7 0 4‡ | 7 0 4‡ | 7 1 3 | 7 1 3 | 7 3 3 | 6 3 2 | Via Manihar Ghat. |
| Katihar (a) ... | 6 5 2 | 6 10 2 | 6 12 2 | 6 10 3 | 6 10 3 | 6 12 3 | 5 12 2 | " |
| Kaunia* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 0 10 | 7 2 10 | 6 11 10 | Via Naihati. |
| Kendua Kalibari* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Khoirabari* ... | 8 0 10 | 8 2 10 | 8 2 10 | 8 5 3a | 8 4 10 | 8 7 2a | 7 11 10 | " |
| Kholahati* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | " |
| Kirtyanandnagar (a) ... | 6 12 2 | 7 0 4‡ | 7 0 4‡ | 7 3 3 | 7 3 3 | 7 3 3 | 6 5 2 | Via Manihari Ghat. |
| Kishanganj (a) ... | 7 2 10* | 7 4 10* | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | 6 14 2 | " |
| Kokrajhar* ... | 7 4 10 | 7 4 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 10 3a | 7 0 10 | Via Naihati. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santaha Amfura or at Parbatipur.

‡ These rates apply via Naihati and Lalgola Ghat and include the ferry and transshipment charge of Re. 0-11-4 per ton at Lalgola Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

E. B. Ry.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulla | Gaurangdi | Route |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kahaloo* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kalchini* | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | " |
| Kalir Bazar* | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Kaliyaganj * | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kamarpara* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 0 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kaugon* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kanki (a) | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | 6 14 2 | 6 14 2 | 7 0 4† | Via Manihari Ghat. |
| Kaoraid* | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | Via Naihati |
| Kasba (a) | 6 3 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | Via Manihari Ghat. |
| Katihar (a) | 5 12 2 | 5 12 2 | 5 12 2 | 5 14 2 | 5 14 2 | 5 14 2 | 6 1 2 | " |
| Kaunia* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kendua Kalibari* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kholrabari* | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | " |
| Kholahati* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Kirtyanandnagar (a). | 6 5 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 10 2 | Via Manihari Ghat. |
| Kishanganj (a) | 6 14 2 | 6 14 2 | 6 14 2 | 7 0 4† | 7 0 4† | 7 0 4† | 7 0 4† | " |
| Kokrajhar* | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkakana | Bhurkunda Siding | Ray | Route |
|----------------------|-----------|----------------|-------------|-----------|-----------|------------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kahaloo* | 7 11 10 | 7 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 0 10 | Via Naihati. |
| Kalchini* | 8 5 2a | 8 5 2a | 7 9 10 | 7 9 10 | 7 13 10 | 8 0 10 | 8 2 10 | " |
| Kalir Bazar* | 8 9 10 | 8 9 10 | 7 4 10 | 7 7 10 | 7 11 10 | 7 11 10 | 7 13 10 | " |
| Kaliyaganj (a) | 7 7 2 | 7 7 2 | 7 0 10* | 7 2 10* | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Kamarpara* | 7 14 3a | 7 14 3a | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 7 10 | Via Naihati. |
| Kaugon* | 7 7 2a | 7 7 2a | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 7 10 | " |
| Kanki (a) | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Kaoraid* | 8 11 10 | 8 11 10 | 7 7 10 | 7 9 10 | 7 13 10 | 8 0 10 | 8 2 10 | Via Naihati. |
| Kasba (a) | 7 7 2 | 7 7 2 | 7 3 4† | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Katihar (a) | 7 7 2 | 7 7 2 | 7 0 4† | 7 2 10* | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Kaunia* | 7 12 3a | 7 12 3a | 7 0 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 9 10 | Via Naihati. |
| Kendua Kalibari* | 8 4 10 | 8 4 10 | 7 0 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 11 10 | " |
| Kholrabari* | 9 0 3a | 9 0 3a | 8 4 10 | 8 7 10 | 8 11 10 | 8 11 10 | 8 13 10 | " |
| Kholahati* | 7 10 2a | 7 10 2a | 6 14 10 | 6 14 10 | 7 2 10 | 7 4 10 | 7 7 10 | " |
| Kirtyanandnagar (a). | 7 7 2 | 7 7 2 | 7 4 10* | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Kishanganj (a) | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Kokrajhar* | 8 5 3a | 8 5 3a | 7 9 10 | 7 9 10 | 8 0 10 | 8 0 10 | 8 2 10 | Via Naihati. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah siding | Palasthali | Panchra | Route |
|----------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kumedpur (a) ... | 6 1 25 | 12 25 | 10 25 | 12 25 | 12 25 | 6 1 2 | 5 10 2 | Via Manihari Ghat. |
| Kuretha (a) ... | 5 10 | 25 8 | 25 5 | 25 5 | 8 25 | 12 2 | 5 3 2 | " |
| Kurigram* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | Via Naihati. |
| Kuslargaon (a) ... | 6 5 | 26 3 | 26 1 | 26 1 | 26 3 | 26 5 | 2 5 14 | Via Manihari Ghat. |
| Lalmanirhat* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | Via Naihati. |
| Via Lalmanirhat* ... | 6 9 | 106 9 | 106 9 | 106 9 | 106 9 | 106 9 | 106 9 | " |
| Lava (a) ... | 5 14 | 25 12 | 25 10 | 25 10 | 25 10 | 25 14 | 2 5 8 | Via Manihari Ghat. |
| Mahimaganj* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | Via Naihati. |
| Majbat* ... | 8 0 | 108 0 | 108 0 | 108 0 | 108 0 | 108 2 | 10 8 2 | 10 |
| Malda* ... | 6 11 | 106 10 | 2a 6 7 | 2a 6 7 | 2a 6 7 | 2a 6 11 | 10 6 5 | 2a |
| Manihari (a) ... | 5 3 | 25 1 | 24 14 | 24 14 | 24 14 | 25 3 | 2 4 12 | 2 |
| Manshahi (a) ... | 5 5 | 25 3 | 25 1 | 25 1 | 25 3 | 25 8 | 2 4 14 | 2 |
| Misamari* ... | 8 2 | 108 2 | 108 2 | 108 2 | 108 2 | 108 4 | 10 8 4 | 10 |
| Mochia* ... | 6 11 | 106 10 | 2a 6 10 | 2a 6 10 | 2a 6 10 | 2a 6 11 | 10 6 7 | 2a |
| Mogalhat* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 10 |
| Mohendranagar* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 10 |
| Moshakhali* ... | 6 14 | 107 0 | 107 0 | 107 0 | 107 0 | 107 2 | 10 7 0 | 10 |
| Moterjhar* ... | 6 11 | 106 14 | 106 14 | 106 14 | 106 14 | 107 0 | 10 6 14 | 10 |
| Mungalpur* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 10 |
| Murliganj (a) ... | 6 10 | 26 7 | 26 5 | 26 5 | 26 7 | 26 10 | 2 6 5 | 2 |
| Mymensingh* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 14 | 106 14 | 10 6 14 | 10 |
| Via Mymensingh* ... | 6 9 | 106 9 | 106 9 | 106 9 | 106 12 | 106 12 | 10 6 12 | 10 |

| Station | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat. | Kalipahar | Asansol | Dharka | Jainti Siding | Route |
|----------------------|-----------|-----------------------------------|----------------|-----------|-----------|-----------|---------------|-------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kumedpur (a) ... | 6 1 | 26 3 | 2 6 3 | 26 5 | 26 5 | 26 5 | 26 11 | 10* |
| Kuretha (a) ... | 5 12 | 25 12 | 2 5 14 | 26 1 | 26 1 | 26 1 | 26 7 | 3 |
| Kurigram* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 107 0 | 10 |
| Kuslargaon (a) ... | 6 7 | 26 7 | 2 6 7 | 26 10 | 26 10 | 26 10 | 27 1 | 3 |
| Lalmanirhat* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 14 | 10 |
| Via Lalmanirhat* ... | 6 9 | 106 9 | 106 9 | 106 9 | 106 9 | 106 9 | 106 12 | 10 |
| Lava (a) ... | 6 1 | 26 1 | 2 6 1 | 26 3 | 26 3 | 26 5 | 26 10 | 3 |
| Mahimaganj* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 10 |
| Majbat* ... | 8 0 | 108 0 | 108 0 | 108 0 | 108 2 | 108 2 | 108 7 | 3a |
| Malda* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 10 |
| Manihari (a) ... | 5 5 | 25 5 | 2 5 5 | 25 8 | 25 8 | 25 10 | 26 5 | 2 |
| Manshahi (a) ... | 5 8 | 25 8 | 2 5 10 | 25 12 | 25 12 | 25 12 | 26 7 | 2 |
| Misamari* ... | 8 2 | 108 2 | 108 2 | 108 2 | 108 4 | 108 4 | 108 9 | 3a |
| Mochia* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 10 |
| Mogalhat* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 107 0 | 10 |
| Mohendranagar* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 14 | 10 |
| Moshakhali* ... | 6 14 | 106 14 | 106 14 | 107 0 | 107 0 | 107 0 | 107 4 | 10 |
| Moterjhar* ... | 6 11 | 106 14 | 106 14 | 106 14 | 106 14 | 106 14 | 107 2 | 10 |
| Mungalpur* ... | 6 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 11 | 106 14 | 10 |
| Murliganj (a) ... | 6 12 | 26 12 | 2 6 12 | 26 14 | 26 14 | 26 14 | 27 4 | 10* |
| Mymensingh* ... | 6 11 | 106 11 | 106 11 | 106 14 | 106 14 | 106 14 | 107 2 | 10 |
| Via Mymensingh* ... | 6 9 | 106 9 | 106 9 | 106 9 | 106 12 | 106 12 | 107 0 | 10 |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton except on cross traffic.

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahai, Arnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transhipments charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399.

E. B. Ry.

| Station | Karmatar | Sitarampur | Shamdih | Kulci | Barakar | Mugma | Mugma West | Route |
|----------------------|-----------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|----------------------------|----------------------------------|
| Kumedpur (a) ... | Rs. a. p. 6 11 10* | Rs. a. p. 6 7 2 6 10 | Rs. a. p. 2 6 7 2 6 10 | Rs. a. p. 2 6 7 2 6 10 | Rs. a. p. 2 6 7 2 6 10 | Rs. a. p. 2 6 10 2 6 10 | Rs. a. p. 2 6 10 2 6 10 | Via Manihari Ghat. |
| Kuretha (a) ... | 6 10 3 | 6 3 2 6 5 | 2 6 3 2 6 5 | 2 6 3 2 6 5 | 2 6 5 2 6 5 | 2 6 5 2 6 5 | 2 6 5 2 | " |
| Kurigram* ... | 6 14 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | Via Naihati. |
| Kusiargaon (a) ... | 7 2 10 | 6 12 2 6 14 | 2 6 12 2 6 14 | 2 6 12 2 6 14 | 2 6 14 2 6 14 | 2 6 14 2 6 14 | 2 6 14 2 | Via Manihari Ghat. |
| Lalmanirhat* ... | 6 14 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | Via Naihati. |
| Via Lalmanirhat* ... | 6 12 10 | 6 9 10 6 9 10 | 6 9 10 6 9 10 | 6 9 10 6 9 10 | 6 9 10 6 9 10 | 6 9 10 6 9 10 | 6 9 10 | " |
| Lava (a) ... | 6 11 10* | 6 5 2 6 7 | 2 6 7 2 6 7 | 2 6 7 2 6 7 | 2 6 7 2 6 7 | 2 6 7 2 6 7 | 2 6 7 2 | Via Manihari Ghat. |
| Mahimaganj* ... | 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | Via Naihati. |
| Majbat* ... | 8 4 10 | 8 2 10 8 2 10 | 8 2 10 8 2 10 | 8 2 10 8 2 10 | 8 2 10 8 2 10 | 8 2 10 8 2 10 | 8 2 10 | " |
| Malda* ... | 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | " |
| Manihari (a) ... | 6 5 2 | 5 10 2 5 14 | 2 5 12 2 5 12 | 2 5 12 2 5 12 | 2 5 14 2 5 14 | 2 5 14 2 5 14 | 2 5 14 2 | Via Manihari Ghat. |
| Manshahi (a) ... | 6 7 2 | 5 14 2 6 1 | 2 6 1 2 6 1 | 2 6 1 2 6 1 | 2 6 3 2 6 3 | 2 6 3 2 6 3 | 2 6 3 2 | " |
| Misamari* ... | 8 7 10 | 8 4 10 8 4 10 | 8 4 10 8 4 10 | 8 4 10 8 4 10 | 8 4 10 8 4 10 | 8 4 10 8 4 10 | 8 4 10 | Via Naihati. |
| Mochia* ... | 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | " |
| Mogalhat* ... | 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | " |
| Mohendranagar* ... | 6 14 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | " |
| Moshakhali* ... | 7 4 10 | 7 0 10 7 0 10 | 7 0 10 7 0 10 | 7 0 10 7 0 10 | 7 0 10 7 0 10 | 7 0 10 7 0 10 | 7 0 10 | " |
| Moterjhar* ... | 7 2 10 | 6 14 10 6 14 10 | 6 14 10 6 14 10 | 6 14 10 6 14 10 | 6 10 7 0 10 7 0 | 6 10 7 0 10 7 0 | 6 10 7 0 | " |
| Mungulpur* ... | 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | " |
| Murliganj† ... | 7 3 4 | 7 0 4 7 0 4 | 7 0 4 7 0 4 | 7 0 4 7 0 4 | 7 0 4 7 0 4 | 7 0 4 7 0 4 | 7 0 4 | Via Naihati and Lalgola Ghat. |
| Mymensingh* ... | 7 0 10 | 6 14 10 6 14 10 | 6 14 10 6 14 10 | 6 14 10 6 14 10 | 6 14 10 6 14 10 | 6 14 10 6 14 10 | 6 14 10 | Via Naihati. |
| Via Mymensingh* ... | 6 14 10 | 6 12 10 6 12 10 | 6 12 10 6 12 10 | 6 12 10 6 12 10 | 6 12 10 6 12 10 | 6 12 10 6 12 10 | 6 12 10 | " |

| Station | Kaloobathan | Dhanbad | Kusunda, Jherraish, Pachardih & Katragarh. | Serampur | Kurhur-baree | Domohani No. 2 | Chara | Route |
|----------------------|-----------------------|-----------------------|-----------------------------------------------------|---------------------|---------------------|---------------------|--------------------|--------------------|
| Kumedpur (a) ... | Rs. a. p. 6 11 10* | Rs. a. p. 6 11 10* | Rs. a. p. 6 11 10* | Rs. a. p. 7 0 4† | Rs. a. p. 7 0 4† | Rs. a. p. 7 0 4† | Rs. a. p. 6 3 2 | Via Manihari Ghat. |
| Kuretha (a) ... | 6 7 2 6 12 | 2 6 12 2 6 14 | 2 6 12 2 6 14 | 2 6 12 3 6 12 | 2 6 14 3 6 14 | 2 6 14 3 6 14 | 5 14 2 | " |
| Kurigram* ... | 6 14 10 | 6 14 10 7 0 10 | 7 0 10 7 2 10 | 7 2 10 7 2 10 | 7 4 10 7 4 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kusiargaon (a) ... | 7 0 4† | 7 2 10 7 2 10 | 7 2 10 7 5 10 | 7 5 10 7 5 10 | 7 5 10 7 5 10 | 6 7 2 | 6 7 2 | Via Manihari Ghat. |
| Lalmanirhat* ... | 6 11 10 | 6 14 10 6 14 10 | 6 14 10 7 2 10 | 7 2 10 7 2 10 | 7 2 10 7 2 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Via Lalmanirhat* ... | 6 9 10 | 6 12 10 6 12 10 | 6 12 10 7 0 10 | 7 0 10 7 0 10 | 7 0 10 7 0 10 | 6 9 10 | 6 9 10 | " |
| Lava (a) ... | 6 10 2 6 11 10 | 6 14 10 6 14 10 | 6 14 10 6 14 10 | 6 14 3 6 14 3 | 7 0 4† 6 1 2 | 6 1 2 | 6 1 2 | Via Manihari Ghat. |
| Mahimaganj* ... | 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Majbat* ... | 8 4 10 | 8 7 10 8 7 10 | 8 7 10 8 9 10 | 8 9 10 8 9 10 | 8 9 10 8 9 10 | 8 9 10 | 8 0 10 | " |
| Malda* ... | 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | 6 11 10 | " |
| Manihari (a) ... | 6 1 2 6 5 | 2 6 7 2 6 10 | 2 6 10 2 6 12 | 2 6 12 2 6 12 | 2 6 12 3 6 12 | 3 5 10 2 | 5 10 2 | Via Manihari Ghat. |
| Manshahi (a) ... | 6 3 2 6 7 | 2 6 10 2 6 12 | 2 6 12 2 6 12 | 2 6 12 2 6 12 | 2 6 12 3 6 12 | 3 5 10 2 | 5 10 2 | " |
| Misamari* ... | 8 7 10 | 8 7 10 8 7 10 | 8 7 10 8 9 10 | 8 9 10 8 11 10 | 8 11 10 8 11 10 | 8 11 10 | 8 2 10 | Via Naihati. |
| Mochia* ... | 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 6 11 10 | 6 11 10 | 6 11 10 | " |
| Mogalhat* ... | 6 14 10 | 6 14 10 6 14 10 | 6 14 10 7 2 10 | 7 2 10 7 2 10 | 7 4 10 7 4 10 | 6 11 10 | 6 11 10 | " |
| Mohendranagar* ... | 6 11 10 | 6 14 10 6 14 10 | 6 14 10 7 2 10 | 7 2 10 7 2 10 | 7 2 10 7 2 10 | 6 11 10 | 6 11 10 | " |
| Moshakhali* ... | 7 2 10 | 7 4 10 7 4 10 | 7 4 10 7 9 10 | 7 9 10 7 9 10 | 7 9 10 7 9 10 | 7 0 10 | 7 0 10 | " |
| Moterjhar* ... | 7 0 10 | 7 2 10 7 2 10 | 7 2 10 7 7 20 | 7 7 20 7 7 20 | 7 2a 7 2a 7 | 6 14 10 | 6 14 10 | " |
| Mungulpur* ... | 6 11 10 | 6 11 10 6 11 10 | 6 11 10 7 0 10 | 7 0 10 7 0 10 | 7 0 10 7 0 10 | 6 11 10 | 6 11 10 | " |
| Murliganj (a) ... | 7 2 10 | 7 3 4† 7 4 10 | 7 4 10 7 7 27 | 7 27 7 27 | 7 2 7 2 | 6 12 2 | 6 12 2 | Via Manihari Ghat. |
| Mymensingh* ... | 7 0 10 | 7 0 10 7 2 10 | 7 2 10 7 4 10 | 7 4 10 7 4 10 | 7 4 10 7 4 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Via Mymensingh* ... | 6 14 10 | 6 14 10 7 0 10 | 7 0 10 7 2 10 | 7 2 10 7 2 10 | 7 2 10 7 2 10 | 6 9 10 | 6 9 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton except on cross traffic.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-7 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

| Station | Toposi | Singarai | Ikarah | Jamuria | Barabani | Churulia | Gauragudi | Route |
|----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------------|
| Kumedpur (a) ... | Rs. a. p. 6 3 2 | Rs. a. p. 6 3 2 | Rs. a. p. 6 3 2 | Rs. a. p. 6 5 2 | Rs. a. p. 6 5 2 | Rs. a. p. 6 5 2 | Rs. a. p. 6 7 2 | Via Manihari Ghat. |
| Kuretha (a) ... | 5 14 2 | 5 14 2 | 5 14 2 | 6 1 2 | 6 1 2 | 6 1 2 | 6 3 2 | " |
| Kurigram* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Kuslargaon (a) ... | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | Via Manihari Ghat |
| Lalmanirhat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Via Lalmanirhat* ... | 6 9 10 | 6 9 10 | 6 9 10 | 6 9 10 | 6 9 10 | 6 9 10 | 6 9 10 | " |
| Lava (a) ... | 6 1 2 | 6 1 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | Via Manihari Ghat. |
| Mahimaganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Majbat* ... | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 2 10 | " |
| Malda* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Manihari (a) ... | 5 5 2 | 5 5 2 | 5 5 2 | 5 8 2 | 5 10 2 | 5 10 2 | 5 12 2 | Via Manihari Ghat. |
| Manshahi (a) ... | 5 10 2 | 5 10 2 | 5 10 2 | 5 12 2 | 5 12 2 | 5 12 2 | 5 14 2 | " |
| Misamari* ... | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 4 10 | 8 4 10 | Via Naihati. |
| Mochia* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Moghalhat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Mohendranagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Moshakhali* ... | 6 0 10 | 6 0 10 | 6 0 10 | 6 0 10 | 6 0 10 | 6 0 10 | 6 0 10 | " |
| Moterjhar* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Mungulpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Murliganj (a) ... | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | 6 14 2 | 6 14 2 | 7 0 4† | Via Manihari Ghat. |
| Mymensingh* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | Via Naihati. |
| Via Mymensingh* ... | 6 9 10 | 6 9 10 | 6 9 10 | 6 9 10 | 6 12 10 | 6 12 10 | 6 12 10 | " |

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barakana | Bhurkunda Siding | Ray | Route |
|----------------------|-----------------|-----------------|------------------|------------------|-------------------|------------------|-----------------|--------------------|
| Kumedpur (a) ... | Rs. a. p. 7 7 2 | Rs. a. p. 7 7 2 | Rs. a. p. 7 0 4† | Rs. a. p. 7 0 4† | Rs. a. p. 7 4 10* | Rs. a. p. 7 5 4† | Rs. a. p. 7 7 2 | Via Manihari Ghat. |
| Kuretha (a) ... | 7 7 2 | 7 7 2 | 7 0 4† | 7 2 10* | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Kurigram* ... | 7 14 3a‡ | 7 14 3a‡ | 7 2 10† | 7 2 10† | 7 9 10† | 7 9 10† | 7 11 10 | Via Naihati. |
| Kuslargaon (a) ... | 7 7 2 | 7 7 2 | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Lalmanirhat* ... | 7 14 2a‡ | 7 14 2a‡ | 7 2 10† | 7 2 10† | 7 7 10† | 7 9 10† | 7 11 10 | Via Naihati. |
| Via Lalmanirhat* ... | 7 12 2a‡ | 7 12 2a‡ | 7 0 10† | 7 0 10† | 7 5 10† | 7 7 10† | 7 9 10 | " |
| Lava (a) ... | 7 7 2 | 7 7 2 | 7 0 4† | 7 0 4† | 7 4 10* | 7 7 2 | 7 7 2 | Via Manihari Ghat |
| Mahimaganj* ... | 8 0 3a‡ | 8 0 10 | 6 11 10 | 6 11 10 | 7 0 10† | 7 2 10† | 7 4 10 | Via Naihati. |
| Majbat* ... | 9 5 2a‡ | 9 5 3a‡ | 8 9 10 | 8 9 10 | 13 10 | 9 0 10 | 9 2 10 | " |
| Malda* ... | 7 7 2a‡ | 7 7 2a‡ | 6 11 10 | 6 11 10 | 7 0 4† | 7 2 10† | 7 4 10 | " |
| Manihari (a) ... | 7 7 2 | 7 7 2 | 6 14 2 | 7 1 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Manshahi (a) ... | 7 7 2 | 7 7 2 | 7 1 2 | 7 2 10* | 7 2 2 | 7 7 2 | 7 7 2 | " |
| Misamari* ... | 9 7 2a‡ | 9 7 3a‡ | 11 10 | 11 10 | 9 0 10 | 9 2 10 | 9 4 10 | Via Naihati. |
| Mochia* ... | 7 7 2a‡ | 7 7 2a‡ | 6 11 10 | 6 11 10 | 7 0 4† | 7 0 4† | 7 3 4† | " |
| Moghalhat* ... | 7 14 2a‡ | 7 14 3a‡ | 7 2 10† | 7 2 10† | 7 9 10† | 7 9 10† | 7 11 10 | " |
| Mohendranagar* ... | 7 12 3a‡ | 7 14 2a‡ | 7 0 10† | 7 2 10† | 7 7 10† | 7 7 10† | 7 11 10 | " |
| Moshakhali* ... | 8 11 10 | 8 11 10 | 7 7 10† | 7 9 10† | 13 10† | 13 10 | 8 0 10 | " |
| Moterjhar* ... | 8 0 3a‡ | 8 0 3a‡ | 4 10† | 7 10† | 11 10† | 11 10 | 7 13 10 | " |
| Mungulpur* ... | 7 7 2a‡ | 7 7 3a‡ | 7 0 10† | 7 0 10† | 4 10† | 7 10† | 7 8 40 | " |
| Murliganj (a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Mymensingh* ... | 8 9 3a‡ | 8 9 3a‡ | 4 10† | 4 10† | 9 10† | 11 10 | 7 13 10 | Via Naihati. |
| Via Mymensingh* ... | 8 7 3a‡ | 8 7 3a‡ | 7 2 10† | 7 2 10† | 7 7 10† | 9 10 | 7 11 10 | " |

* Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton except on cross traffic.

† These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

‡ These rates apply via Naihati and Lalgaol Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgaol Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

• N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

E. B. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|------------------|-------------|-----------|-------------|-------------|----------------|------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nalbart* | ... 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | Via Nalhati. |
| Naldanga* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nandina* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Narayanganj* (a) | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 7 10 | " |
| Narundi* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nasratpur* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nimasarai* | ... 6 10 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 11 10* | 6 5 2 | Via Manihari Ghat. |
| Pandu* | ... 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 7 13 10 | Via Nalhati. |
| Via Pandu* | ... 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 14 10 | 7 11 10 | " |
| Pathshala* | ... 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | " |
| Pirgachha* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka | Jainti Siding | Route |
|------------------|-------------|-----------------------------------------|---------------|------------|-----------|-----------|---------------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nalbari* | ... 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 8 0 3† | Via Naihati. |
| Naldanga* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nandina* | ... 6 11 10 | 6 11 10 | 6 11 11 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Narayanganj* (a) | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 11 10 | " |
| Narundi* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Nasratpur* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nimasarai* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Pandu* | ... 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 2 10 | " |
| Via Pandu* | ... 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 8 0 10 | " |
| Pathshala* | ... 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 13 10 | " |
| Pirgachha* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton except on cross traffic.

* These rates apply via Nalhati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

(a) These rates are not subject to the levy of surcharge.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nalbari* ... | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | Via Nalhati. |
| Naldanga* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nandina* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Narayanganj* (a) | 7 11 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | " |
| Narundi* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nasratpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nimasarai* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Pandu* ... | 8 2 10 | 7 13 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | " |
| Via Pandu* .. | 8 0 10 | 7 11 10 | 7 14 10 | 7 14 10 | 7 14 10 | 7 14 10 | 7 14 10 | " |
| Pathshala* ... | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | " |
| Pirgachha* .. | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardihi and Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|------------------|-------------|-----------|----------------------------------------------|-----------|-------------|----------------|-----------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nalbari* ... | 7 11 10 | 7 13 10 | 7 13 10 | 8 2 10 | 8 2 10 | 8 2 10 | 7 9 10 | Via Nalhati. |
| Naldanga* ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Nandina* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Narayanganj* (a) | 7 9 10 | 7 11 10 | 7 11 10 | 8 0 10 | 8 0 10 | 8 0 10 | 7 4 10 | " |
| Narundi* ... | 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Nasratpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nimasarai* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Pandu* ... | 8 0 10 | 8 2 10 | 8 2 10 | 8 7 2½ | 8 7 2½ | 8 7 3½ | 7 13 10 | " |
| Via Pandu* ... | 7 14 10 | 8 0 10 | 8 0 10 | 8 5 2½ | 8 5 2½ | 8 5 3½ | 7 11 10 | " |
| Pathshala* ... | 7 11 10 | 7 11 10 | 7 7 10 | 8 0 3½ | 8 0 3½ | 8 0 3½ | 7 7 10 | " |
| Pirgachha* ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, except on cross traffic.

* These rates apply via Nalhati and include a transshipment charge of Re. 0-6-10 per ton at Santahar Amnura or at Parbatipur.

† These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

(a) These rates are not subject to the levy of surcharge.

E. B. Ry.

| Station | Toposa | Singar | Ikrah | Jamuria | Barabani | Churulia | Gaurangi | Route |
|------------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nalbari* | ... 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | Via Nalhati. |
| Naldanga* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nandina* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Narayanganj* (a) | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | " |
| Narundi* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nasratpur* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Nimasarai* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Pandu* | ... 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | " |
| Via Pandu* | ... 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 14 10 | " |
| Pathshala* | ... 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | " |
| Pirgachha* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkakana | Bhirkunda Siding | Ra? | Route |
|------------------|-------------|----------------|-------------|-----------|-----------|------------------|-----------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nalbari* | ... 8 14 2† | 8 14 2† | 8 2 10 | 8 2 10 | 8 7 10 | 8 9 10 | 8 11 10 | Via Nalhati. |
| Naldanga* | ... 7 14 3† | 7 14 3† | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 7 10 | " |
| Nandina* | ... 8 4 10 | 8 4 10 | 7 0 10 | 7 2 10 | 7 7 10 | 7 9 10 | 7 11 10 | " |
| Narayanganj* (a) | 9 2 10 | 9 2 10 | 7 13 10 | 8 0 10 | 8 4 10 | 8 4 10 | 8 7 10 | " |
| Narundi* | ... 8 7 3† | 8 7 3† | 7 2 10 | 7 2 10 | 7 7 10 | 7 9 10 | 7 11 10 | " |
| Nasratpur* | ... 7 11 10 | 7 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | " |
| Nimasarai* | ... 7 7 2† | 7 7 2† | 6 11 10 | 6 11 10 | 7 0 4‡ | 7 2 10 | 7 4 10 | " |
| Pandu* | ... 9 0 3† | 9 3 2† | 8 4 10 | 8 7 10 | 8 11 10 | 8 11 10 | 9 0 10 | " |
| Via Pandu* | ... 8 14 3† | 9 1 2† | 8 2 10 | 8 5 10 | 8 9 10 | 8 9 10 | 8 14 10 | " |
| Pathshala* | ... 8 12 2† | 8 12 3† | 8 0 10 | 8 0 10 | 8 4 10 | 8 7 10 | 8 9 10 | " |
| Pirgachha* | ... 7 12 3† | 7 14 2† | 7 0 10 | 7 0 10 | 7 4 10 | 7 7 10 | 7 9 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton, except on cross traffic.

* These rates apply via Nalhati and include a transhipment charge of Re. 0-6-10 per ton at Santahar Amnura or at Parbatipur.

† These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

‡ This rate applies via Nalhati and Lalgola Ghat and include the ferry and transhipment charges Re. 0-11-4 per ton at Lalgola Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

(a) These rates are not subject to the levy of surcharge.

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|----------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Pirganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Piyarpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Prodyotnagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Purnea† ... | 5 14 2 | 5 12 2 | 5 10 2 | 5 10 2 | 5 10 2 | 5 14 2 | 5 8 2 | Via Manihari Ghat. |
| Purnea Court† ... | 6 1 2 | 5 14 2 | 5 12 2 | 5 12 2 | 5 12 2 | 6 1 2 | 5 10 2 | " |
| Radhikapur† ... | 6 11 10* | 6 10 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 11 10* | 6 5 2 | " |
| Raja Bhat Khawa* ... | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | Via Naihati. |
| Rajarhat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Rajendrapur* ... | 7 0 10 | 7 2 0 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | " |
| Rangapara North* ... | 8 2 10 | 8 2 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 4 10 | " |
| Ram Amritaganj* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | " |
| Rangiya* ... | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | " |
| Rautara† ... | 5 12 2 | 5 10 2 | 5 8 2 | 5 8 2 | 5 8 2 | 5 12 2 | 5 5 2 | Via Manihari Ghat. |
| Raiganj† ... | 6 5 2 | 6 3 2 | 6 1 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 1 2 | " |
| Rohanpur* ... | 6 10 4† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | Via Naihati. |
| Rangpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |

| Station | Raiganj | Raiganj Siding, (Bengal Coal Co.) | Raiganj Ghat | Kalipahari | Asansol | Dhadka | Jainti Siding | Route |
|----------------------|-----------|-----------------------------------|--------------|------------|-----------|-----------|---------------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Pirganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | Via Naihati. |
| Piyarpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Prodyotnagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Purnea† ... | 6 1 2 | 6 1 2 | 6 1 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 10 3 | Via Manihari Ghat. |
| Purnea Court† ... | 6 3 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 12 3 | " |
| Radhikapur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | Via Naihati. |
| Raja Bhat Khawa* ... | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | Via Naihati. |
| Rajarhat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Rajendrapur* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 7 10 | " |
| Rangapara North* ... | 8 2 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 4 10 | " |
| Ram Amritaganj* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | " |
| Rangiya* ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 8 0 10 | " |
| Rautara† ... | 5 14 2 | 5 14 2 | 5 14 2 | 6 1 2 | 6 1 2 | 6 3 2 | 6 7 3 | Via Manihari Ghat. |
| Raiganj† ... | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 11 10* | 7 0 10* | " |
| Rohanpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Rangpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

‡ This rate applies via Naihati and Lalgola Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

E. B. Ry.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|----------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Pirganj* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Piyarpur* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Prodyotnagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Purnea† ... | 6 12 3 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | Via Manihari Ghat. |
| Purnea Court† ... | 6 12 3 | 6 7 2 | 6 10 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | " |
| Radhikapur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Raja Bhat Khawa* ... | 7 4 10 | 7 0 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | Via Naihati. |
| Rajarhat* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Rajendrapur* ... | 7 7 10 | 7 2 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | " |
| Ram Amritaganj* ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Rangapara North* ... | 8 9 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 7 10 | 8 7 10 | " |
| Rangliya* ... | 8 0 10 | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | " |
| Rautara† ... | 6 10 3 | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | Via Manihari Ghat. |
| Raiganj* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Rohanpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Rangpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardihi and Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|----------------------|-------------|-----------|----------------------------------------------|-----------|-------------|----------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Pirganj* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | Via Naihati. |
| Piyarpur* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 4 10 | 6 11 10 | " |
| Prodyotnagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Purnea† ... | 6 10 2 | 6 14 2 | 7 0 4† | 6 14 3 | 6 14 3 | 7 1 3 | 6 3 2 | Via Manihari Ghat. |
| Purnea Court† ... | 6 12 2 | 7 0 4† | 7 0 4† | 7 1 3 | 7 1 3 | 7 1 3 | 6 3 2 | " |
| Radhikapur* ... | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 2 10 | 6 11 10 | " |
| Raja Bhat Khawa* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | 7 7 3† | 7 9 10 | 7 0 10 | Via Naihati. |
| Rajarhat* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Rajendrapur* ... | 7 4 10 | 7 7 10 | 7 7 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 2 10 | " |
| Ram Amritaganj* ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 7 10 | 6 14 10 | " |
| Rangapara North* ... | 8 7 10 | 8 9 10 | 8 9 10 | 8 12 3† | 8 11 10 | 8 13 10 | 8 2 10 | " |
| Rangliya* ... | 7 13 10 | 8 0 10 | 8 0 10 | 8 4 10 | 8 4 10 | 8 4 10 | 7 11 10 | " |
| Rantara† ... | 6 7 2 | 6 12 2 | 6 14 2 | 6 12 3 | 6 12 3 | 6 14 3 | 5 14 2 | Via Manihari Ghat. |
| Raiganj* ... | 6 14 10 | 6 14 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 4 10 | 6 7 2† | Via Naihati. |
| Rohanpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Rangpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry terminal charge of Re. 0-2-0 per ton

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

‡ These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

| Stations | Toposi | Singarai | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Pirganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Piyarpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Prodyotnagar* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Purnea† ... | 6 1 2 | 6 1 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 7 2 | Via Manihari Ghat. |
| Purnea Court† ... | 6 3 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | " |
| Radhikapur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Raja Bhat Khawa* ... | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | Via Naihati. |
| Rajarhat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Rajendrapur* ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Ram Amritaganj* ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | " |
| Rangapara North* ... | 8 2 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 4 10 | " |
| Rangliya* ... | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | " |
| Rautara† ... | 5 14 2 | 5 14 2 | 5 14 2 | 6 1 2 | 6 3 2 | 6 3 2 | 6 5 2 | Via Manihari Ghat. |
| Raiganj† ... | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 11 10* | " |
| Rohanpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Rangpur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkakana | Bhurkunda Siding | Ray | Route |
|----------------------|-----------|----------------|-------------|-----------|-----------|------------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Pirganj* ... | 7 10 2† | 7 10 2† | 7 2 10 | 7 2 10 | 7 7 10 | 7 9 10 | 7 11 10 | Via Naihati. |
| Piyarpur* ... | 8 7 3† | 8 7 3† | 7 2 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 11 10 | " |
| Prodyotnagar* ... | 8 2 10 | 8 2 10 | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 7 10 | " |
| Purnea† ... | 7 7 2 | 7 7 2 | 7 2 10* | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Purnea Court† ... | 7 7 2 | 7 7 2 | 7 3 4† | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Radhikapur† ... | 7 7 2 | 7 7 2 | 7 0 10* | 7 0 10* | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Raja Bhat Khawa* ... | 8 3 3† | 8 3 3† | 7 7 10 | 7 9 10 | 7 13 10 | 7 13 10 | 8 0 10 | Via Naihati. |
| Rajarhat* ... | 7 14 2† | 7 14 2† | 7 2 10 | 7 2 10 | 7 7 10 | 7 9 10 | 7 11 10 | " |
| Rajendrapur* ... | 8 13 10 | 8 13 10 | 7 9 10 | 7 11 10 | 8 0 10 | 8 0 10 | 8 2 10 | " |
| Ram Amritaganj* ... | 8 9 10 | 8 9 10 | 7 7 10 | 7 7 10 | 7 11 10 | 7 13 10 | 8 0 10 | " |
| Rangapara North* ... | 9 7 3† | 9 7 3† | 8 11 10 | 8 13 10 | 9 2 10 | 9 2 10 | 9 4 10 | " |
| Rangliya* ... | 8 14 3† | 8 14 3† | 8 2 10 | 8 4 10 | 8 9 10 | 8 9 10 | 8 11 10 | " |
| Rautara† ... | 7 7 2 | 7 7 2 | 7 2 10* | 7 2 10* | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Raiganj† ... | 7 7 2 | 7 7 2 | 7 2 10* | 7 2 10* | 7 7 2 | 7 7 2 | 7 7 2 | " |
| Rohanpur* ... | 7 7 2† | 7 7 2† | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 4† | 7 2 10 | Via Naihati. |
| Rangpur* ... | 7 10 3† | 7 12 2† | 6 14 10 | 7 0 10 | 7 4 10 | 7 7 10 | 7 9 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

‡ These rates apply via Naihati and Lalgola Ghat and include the ferry and transhipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

N. B.—(a) For surcharge leviable in addition see notes (I) and (I) under "N.B." at page 399.

E. B. Ry.

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|----------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|--------------------|
| Lowta Bagan* | Rs. a. p. 7 3 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 2 10 | Rs. a. p. 8 0 2a | Via Naihati. |
| Juhea* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | " |
| almari (a) | 3 14 2 | 5 12 2 | 5 10 2 | 5 10 2 | 5 12 2 | 6 1 2 | 5 8 2 | Via Manihari Ghat. |
| apatgram* | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | Via Naihati. |
| arisabari* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| arsi (a) | 6 5 2 | 6 3 2 | 6 1 2 | 6 1 2 | 6 1 2 | 6 5 2 | 5 14 2 | Via Manihari Ghat. |
| etabganj* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| hampur* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| hamsi (a) | 6 5 2 | 6 3 2 | 6 1 2 | 6 1 2 | 6 3 2 | 6 5 2 | 5 14 2 | Via Manihari Ghat. |
| hibganj* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | Via Naihati. |
| Ingerdabrihat* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Inghabad* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 10 2a | " |
| Inghjani Jn.* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| imraha (a) | 6 10 2 | 6 7 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 10 2 | 6 5 2 | Via Manihari Ghat. |
| onahat* | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 14 10 | 6 14 10 | Via Naihati. |
| onaili (a) | 5 12 2 | 5 10 2 | 5 8 2 | 5 8 2 | 5 8 2 | 5 12 2 | 5 5 2 | Via Manihari Ghat. |
| onatola* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |

| Station | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka | Jainti Siding | Route |
|----------------|---------------------|-----------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|--------------------|
| Lowta Bagan* | Rs. a. p. 8 0 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 4 10 | Via Naihati. |
| Juhea* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 7 2 10 | " |
| almari (a) | 6 1 2 | 6 1 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 12 3 | Via Manihari Ghat. |
| apatgram* | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | Via Naihati. |
| arisabari* | 6 11 10 | 6 11 10 | 6 11 0 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| arsi (a) | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 10 2 | 6 10 2 | 7 1 3 | Via Manihari Ghat. |
| etabganj* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | Via Naihati. |
| hampur* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| hamsi (a) | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 11 10* | Via Manihari Ghat. |
| hibganj* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | Via Naihati. |
| Ingerdabrihat* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Inghabad* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Inghjani Jn.* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| imraha (a) | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | 6 14 2 | 6 14 2 | 7 4 10* | Via Manihari Ghat. |
| ionahat* | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 2 10 | Via Naihati. |
| ionaili (a) | 5 14 2 | 5 14 2 | 5 14 2 | 6 1 2 | 6 3 2 | 6 3 2 | 6 10 3 | Via Manihari Ghat. |
| ionatola* | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transshipment charge of Re. 0-6-10 per ton at Santahar Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

| Station | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------|
| Rowta Bagan* ... | Rs. a. p. 8 4 10 | Rs. a. p. 8 0 10 | Rs. a. p. 8 2 10 | Rs. a. p. 8 2 10 | Rs. a. p. 8 2 10 | Rs. a. p. 8 2 10 | Rs. a. p. 8 2 10 | Via Naihati. |
| Ruhea* ... | 7 2 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Salmari (a) ... | 6 12 3 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | Via Manihari Ghat. |
| Sapatgram* ... | 7 4 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Naihati. |
| Sarisabari* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Sarsi (a) ... | 7 1 3 | 6 10 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | 6 14 2 | Via Manihari Ghat. |
| Setabganj* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Shampur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Shamsi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Shibganj* ... | 7 0 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | Via Naihati. |
| Singerdabrihat* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Singhabad* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Singhiani Jn.* ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Simraha† ... | 7 3 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | 7 0 4 | Via Naihati & Lalgola Ghat. |
| Sonahat* ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | Via Naihati. |
| Sonaili (a) ... | 6 10 3 | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | Via Manihari Ghat. |
| Sonatola* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |

| Station | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardihi and Katrasgarh | Serampur | Kurhur-baree | Domohani No. 2 | Chara | Route |
|---------------------|---------------------|---------------------|---------------------------------------------|---------------------|---------------------|---------------------|---------------------|--------------------|
| Rowta Bagan* ... | Rs. a. p. 8 2 10 | Rs. a. p. 8 4 10 | Rs. a. p. 8 4 10 | Rs. a. p. 8 9 2a | Rs. a. p. 8 9 2a | Rs. a. p. 8 9 3a | Rs. a. p. 8 0 10 | Via Naihati. |
| Ruhea* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | " |
| Salmari (a) ... | 6 12 2 | 6 14 2 | 7 0 4† | 7 1 3 | 7 1 3 | 7 1 3 | 6 3 2 | Via Manihari Ghat. |
| Sapatgram* ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 0 10 | Via Naihati. |
| Sarisabari* ... | 6 14 10 | 6 14 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 4 10 | 6 11 10 | " |
| Sarsi (a) ... | 6 14 2 | 7 2 10* | 7 2 10* | 7 5 3 | 7 5 3 | 7 5 3 | 6 7 2 | Via Manihari Ghat. |
| Setabganj* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | Via Naihati. |
| Shampur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 11 10 | " |
| Shamsi* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 7 2a | " |
| Shibganj* ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | Via Naihati. |
| Singerdabrihat* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Singhabad* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Singhiani Jn.* ... | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Simraha (a) ... | 7 2 10* | 7 3 4† | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | 6 12 2 | Via Manihari Ghat. |
| Songhat* ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 7 10 | 6 11 10 | Via Naihati. |
| Sonaili (a) ... | 6 7 2 | 6 12 2 | 6 14 2 | 6 14 3 | 6 14 3 | 6 14 3 | 6 1 2 | Via Manihari Ghat. |
| Sonatola* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton.

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transhipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

• N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 399.

E. B. Ry.

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Rowta Bagan* ... | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 2 10 | Via Naihati. |
| Ruhe* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Salmari (a) ... | 6 3 2 | 6 3 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 5 2 | 6 7 2 | Via Manihari Ghat. |
| Sapatgram* ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | Via Naihati. |
| Sarisabari* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Sarsi (a) ... | 6 7 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 12 2 | Via Manihari Ghat. |
| Setabganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Shampur* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Shamsi (a) ... | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 11 10* | Via Manihari Ghat. |
| Shibganj* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Singerdabrihat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Singhabad* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Singhiani Jn.* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Simraha (a) ... | 6 12 2 | 6 12 2 | 6 12 2 | 6 14 2 | 6 14 2 | 6 14 2 | 7 0 4† | Via Manihari Ghat. |
| Sonahat* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | Via Naihati. |
| Sonaili (a) ... | 5 14 2 | 5 14 2 | 6 1 2 | 6 1 2 | 6 3 2 | 6 3 2 | 6 5 2 | Via Manihari Ghat. |
| Sonatola* ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 10 11 | 6 11 10 | Via Naihati. |

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkana | Bhirkunda Siding | Ray | Route |
|---------------------|-----------|----------------|-------------|-----------|-----------|------------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Rowta Bagan* ... | 9 3 3a | 9 5 2a | 8 7 10 | 8 9 10 | 8 13 10 | 9 0 10 | 9 2 10 | Via Naihati. |
| Ruhe* ... | 7 12 2a | 7 12 3a | 7 4 10 | 7 4 10 | 7 9 10 | 7 11 10 | 7 13 10 | " |
| Salmari (a) ... | 7 7 2 | 7 7 2 | 7 2 10* | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Sapatgram* ... | 8 3 3a | 8 3 3a | 7 7 10 | 7 9 10 | 7 13 10 | 7 13 10 | 8 2 10 | Via Naihati. |
| Sarisabari* ... | 8 7 3a | 8 7 3a | 7 2 10 | 7 2 10 | 7 9 10 | 7 9 10 | 7 11 10 | " |
| Sarsi (a) ... | 7 7 2 | 7 7 2 | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Setabganj* ... | 7 7 3a | 7 7 3a | 7 0 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 9 10 | Via Naihati. |
| Shampur* ... | 7 10 3a | 7 10 3a | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 7 10 | Via Manihari Ghat. |
| Shamsi (a) ... | 7 7 2 | 7 7 2 | 6 14 10* | 6 14 10* | 7 2 10* | 7 4 10* | 7 7 2 | " |
| Shibganj* ... | 7 10 3a | 7 10 3a | 7 2 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 11 10 | Via Naihati. |
| Singerdabrihat* ... | 7 12 3a | 7 14 2a | 7 0 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 11 10 | " |
| Singhabad* ... | 7 7 2a | 7 7 2a | 6 11 10 | 6 11 10 | 7 0 4† | 7 0 4† | 7 2 10 | " |
| Singhiani Jn.* ... | 8 4 10 | 8 4 10 | 7 0 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 9 10 | " |
| Simraha (a) ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Sonahat* ... | 8 0 3a | 8 0 3a | 7 4 10 | 7 7 10 | 7 11 10 | 7 11 10 | 7 13 10 | Via Naihati. |
| Sonaili (a) ... | 7 7 2 | 7 7 2 | 7 2 10* | 7 3 4† | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Sonatola* ... | 7 13 10 | 7 13 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 2 10 | 7 4 10 | Via Naihati. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton

* These rates apply via Naihati and include a transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

† These rates apply via Naihati and Lalgola Ghat and include the ferry and transhipment charges of Re. 0-11-4 per ton at Lalgola Ghat.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399.

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-----------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Sorbhog* | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | Via Naihati. |
| Sorupeta* | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 7 10 | " |
| Sripur* | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Sudhani (a) | 6 3 2 | 6 1 2 | 5 14 2 | 5 14 2 | 6 1 2 | 6 5 2 | 5 12 2 | Via Manihari Ghat. |
| Sukanpukur* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Talora* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tangla* | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 7 13 10 | " |
| Tangi* | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | " |
| Via Tangi* | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Tejgaon* | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 4 10 | " |
| Thakurgaon Rd.* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Tista Jn.* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tihu* | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 9 10 | " |
| Tipkai* | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | " |
| Togralhat* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Udalguri* | 7 13 10 | 7 13 10 | 8 0 2a | 8 0 2a | 8 0 2a | 8 2 10 | 8 0 2a | " |

| Station | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route |
|-----------------|-----------|---------------------------------------|---------------|------------|-----------|-----------|---------------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Sorbhog* | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 11 10 | Via Naihati. |
| Sorupeta* | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 11 10 | " |
| Sripur* | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 7 10 | " |
| Sudhani (a) | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 14 3 | Via Manihari Ghat. |
| Sukanpukur* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Talora* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tangla* | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 2 10 | " |
| Tangi* | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 9 10 | " |
| Via Tangi* | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 7 10 | " |
| Tejgaon* | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 9 10 | " |
| Thakurgaon Rd.* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Tista Jn.* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | " |
| Tihu* | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 13 10 | " |
| Tipkai* | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 4 10 | " |
| Togralhat* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | " |
| Udalguri* | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 4 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry terminal charge of Re. 0-2-0 per ton except on cross traffic.

* These rates apply via Naihati and include the transshipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399.

E. B. Ry.

| Station | Karmatar | Sitarampur | Shandih | Kulti | Barakar | Mugma | Mugma West | Route |
|-----------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Sorbhog* | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | Via Naihati. |
| Sorupeta* | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | " |
| Sripur* | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Sudhani (a) | 7 0 4† | 6 10 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 12 2 | 6 12 2 | Via Manihari Ghat. |
| Sukanpukur* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Talora* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tangla* | 8 2 10 | 7 13 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | " |
| Tangi* | 7 7 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | " |
| Via Tangi* | 7 5 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Tejgaon* | 7 9 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | " |
| Thakurgaon Rd.* | 7 0 10 | 6 11 10 | 6 14 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Tista Jn.* | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tihu* | 7 13 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | " |
| Tipkai* | 7 4 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | " |
| Tograihat* | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Udaiguri* | 8 4 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 2 10 | 8 2 10 | " |

| Station | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardihi and Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-----------------|-------------|-----------|----------------------------------------------|-----------|-------------|----------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Sorbhog* | 7 9 10 | 7 9 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 14 3a | 7 4 10 | Via Naihati. |
| Sorupeta* | 7 9 10 | 7 11 10 | 7 11 10 | 8 0 2a | 8 0 2a | 8 0 3a | 7 7 10 | " |
| Sripur* | 7 4 10 | 7 4 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 0 10 | " |
| Sudhani (a) | 6 14 2 | 7 0 4† | 7 12 10* | 7 3 3 | 7 3 3 | 7 4 10* | 6 5 2 | Via Manihari Ghat. |
| Sukanpukur* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati. |
| Talora* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tangla* | 8 0 10 | 8 2 10 | 8 2 10 | 8 7 2a | 8 7 2a | 8 7 3a | 7 13 10 | " |
| Tangi* | 7 7 10 | 7 7 10 | 7 9 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 2 10 | " |
| Via Tangi* | 7 5 10 | 7 5 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 0 10 | " |
| Tejgaon* | 7 7 10 | 7 9 10 | 7 9 10 | 7 13 10 | 7 13 0 | 7 13 10 | 7 4 10 | " |
| Thakurgaon Rd.* | 6 14 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 4 10 | 6 11 10 | " |
| Tista Jn.* | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Tihu* | 7 11 10 | 7 13 10 | 7 13 10 | 8 0 3a | 8 0 3a | 8 2 10 | 7 7 10 | " |
| Tipkai* | 7 2 10 | 7 4 10 | 7 4 10 | 7 7 3a | 7 7 3a | 7 9 10 | 6 14 10 | " |
| Tograihat* | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 11 10 | " |
| Udaiguri* | 8 2 10 | 8 4 10 | 8 4 10 | 8 7 3a | 8 7 3a | 8 9 2a | 7 13 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton except on cross traffic.

* These rates apply via Naihati and include the transshipment charge of Re. 0-6-10 per ton at Jantahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat.

† These rates apply via Naihati and Lalga Ghat and include the ferry and transshipment charges of Re. 0-11-4 per ton at Lalga Ghat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399.

| Station | Toposi | Singarai | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-----------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Sorbhog* | ... 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | Via Naihati. |
| Sorupeta* | ... 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | " |
| Sripur* | ... 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Sudhani (a) | ... 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | Via Manihari Ghat. |
| Sukanpukur* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Naihati |
| Talora* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tangla* | ... 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | " |
| Tangi* | ... 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | " |
| Via Tangi* | ... 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | " |
| Tejgaon* | ... 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | " |
| Thakurgaon Rd.* | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tista Jn.* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tihu* | ... 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | " |
| Tipkai* | ... 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Tograihat* | ... 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Udalguri* | ... 7 13 10 | 7 13 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | " |

| Station | Rajmura | Rajmura Siding | Chandrapura | Bermo | Barkakana | Bhirkunda Siding | Ray | Route |
|-----------------|-------------|----------------|-------------|-----------|-----------|------------------|-----------|--------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Sorbhog* | ... 8 9 2a | 8 9 3a | 7 13 10 | 7 13 10 | 8 4 10 | 8 7 10 | 8 7 10 | Via Naihati. |
| Sorupeta* | ... 8 9 3a | 8 12 2a | 8 0 10 | 8 0 10 | 8 4 10 | 8 4 10 | 8 9 10 | " |
| Sripur* | ... 8 13 10 | 8 13 10 | 7 9 10 | 7 9 10 | 8 0 10 | 8 0 10 | 8 2 10 | " |
| Sudhani (a) | ... 7 7 2 | 7 7 2 | 7 4 10* | 7 4 10* | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat. |
| Sukanpukur* | ... 7 13 10 | 7 13 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 2 10 | Via Naihati. |
| Talora* | ... 7 11 10 | 7 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 0 10 | " |
| Tangla* | ... 9 0 3a | 9 0 3a | 8 4 10 | 8 7 10 | 8 11 10 | 8 11 10 | 9 0 10 | " |
| Tangi* | ... 9 0 3a | 9 0 3a | 7 11 10 | 7 11 10 | 8 2 10 | 8 2 10 | 8 4 10 | " |
| Via Tangi* | ... 8 14 3a | 8 14 3a | 7 9 10 | 7 9 10 | 8 0 10 | 8 0 10 | 8 2 10 | " |
| Tejgaon* | ... 9 0 10 | 9 0 10 | 7 11 10 | 7 13 10 | 8 2 10 | 8 2 10 | 8 7 10 | " |
| Thakurgaon Rd.* | 7 10 3a | 7 10 3a | 7 2 10 | 7 4 10 | 7 9 10 | 7 9 10 | 7 11 10 | " |
| Tista Jn.* | ... 7 12 3a | 7 12 3a | 7 0 10 | 7 2 10 | 7 7 10 | 7 7 10 | 7 9 10 | " |
| Tihu* | ... 8 12 3a | 8 12 3a | 8 0 10 | 8 2 10 | 8 7 10 | 8 7 10 | 8 9 10 | " |
| Tipkai* | ... 8 3 3a | 8 3 3a | 7 7 10 | 7 9 10 | 7 13 10 | 7 13 10 | 8 0 10 | " |
| Tograihat* | ... 7 14 2a | 7 14 2a | 7 2 10 | 7 2 10 | 7 7 10 | 7 9 10 | 7 11 10 | " |
| Udalguri* | ... 9 3 3a | 9 3 3a | 8 7 10 | 8 9 10 | 8 13 10 | 8 13 10 | 9 0 10 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the E. B. Ry. terminal charge of Re. 0-2-0 per ton except on cross traffic.

* These rates apply via Naihati and include the transhipment charge of Re. 0-6-10 per ton at Santahar, Amnura or at Parbatipur.

(a) These rates apply via Manihari Ghat and include the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399.

E. B. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palaxthali | Panchra | Route |
|----------------|-----------|-----------------|---------------|-------------|----------------|------------|---------------|-------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bagerhat ... | 8 0 11 | 8 2 11 | 8 2 11 | 8 2 11 | 8 4 11 | 8 9 11 | 8 4 11 | Via Nalhati and Khulna. |
| Bahirdia ... | 7 11 11 | 7 13 11 | 7 13 11 | 8 0 11 | 8 0 11 | 8 4 11 | 8 0 11 | |
| Jatrapur ... | 7 13 11 | 8 0 11 | 8 2 11 | 8 2 11 | 8 2 11 | 8 7 11 | 8 2 11 | |
| Mulghar ... | 7 11 11 | 7 13 11 | 8 0 11 | 8 0 11 | 8 0 11 | 8 4 11 | 8 2 11 | |
| Rupsa East ... | 7 9 11 | 7 11 11 | 7 13 11 | 7 13 11 | 7 13 11 | 8 2 11 | 7 13 11 | |
| Stations | Raniganj | Raniganj Siding | Raniganj Ghat | Kalipahar | Asansol | Dharka | Jainti Siding | Route |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bagerhat ... | 8 0 11 | 8 0 11 | 8 2 11 | 8 2 11 | 8 4 11 | 8 4 11 | 8 13 11 | Via Nalhati and Khulna. |
| Bahirdia ... | 7 11 11 | 7 13 11 | 7 13 11 | 8 0 11 | 8 0 11 | 8 0 11 | 8 11 11 | |
| Jatrapur ... | 7 13 11 | 8 0 11 | 8 0 11 | 8 2 11 | 8 2 11 | 8 2 11 | 8 13 11 | |
| Mulghar ... | 7 13 11 | 7 13 11 | 7 13 11 | 8 0 11 | 8 0 11 | 8 2 11 | 8 13 11 | |
| Rupsa East ... | 7 11 11 | 7 11 11 | 7 11 11 | 7 13 11 | 7 13 11 | 7 13 11 | 8 11 11 | |
| Stations | Karmatar | Sitarampur | Shamdih | Kulci | Barakar | Mugma | Mugma West | Route |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bagerhat ... | 8 13 11 | 8 4 11 | 8 7 11 | 8 7 11 | 8 7 11 | 8 9 11 | 8 9 11 | Via Nalhati and Khulna. |
| Bahirdia ... | 8 11 11 | 8 2 11 | 8 4 11 | 8 2 11 | 8 2 11 | 8 4 11 | 8 4 11 | |
| Jatrapur ... | 8 13 11 | 8 4 11 | 8 7 11 | 8 4 11 | 8 4 11 | 8 7 11 | 8 7 11 | |
| Mulghar ... | 8 11 11 | 8 2 11 | 8 4 11 | 8 2 11 | 8 4 11 | 8 4 11 | 8 4 11 | |
| Rupsa East ... | 8 9 11 | 8 0 11 | 8 2 11 | 8 0 11 | 8 2 11 | 8 2 11 | 8 2 11 | |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, E. B. Ry. terminal charge of Re. 0-2-0 per ton and the following transhipment and ferry charges :—

Transhipment charge of Re. 0-6-10 per ton at Khulna and Re. 0-6-10 per ton at Rupsa East.

Ferry charge of Re. 1-11-3 per ton.

N. B.—For surcharge leviable in addition see notes (I) and (II) under "N.B." at page 399.

| Stations | Kalcoobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|------------|--------------|----------------|------------------------------------------|-----------|-------------|------------------|-----------|--------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bagerhat | ... 8 11 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 2 11 | } Via Naihati and Khulna |
| Bahirdia | ... 8 7 11 | 8 11 11 | 8 11 11 | 8 13 11 | 8 13 11 | 8 13 11 | 7 13 11 | |
| Jatrapur | ... 8 9 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 0 11 | |
| Mulghar | ... 8 7 11 | 8 11 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 7 13 11 | |
| Rupsa East | ... 8 4 11 | 8 9 11 | 8 9 11 | 8 13 11 | 8 13 11 | 8 13 11 | 7 11 11 | |
| Stations | Toposi | Singaran | Ikrab | Jamuria | Barabani | Churulia | Gaurangdi | Route |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bagerhat | ... 8 2 11 | 8 2 11 | 8 2 11 | 8 2 11 | 8 4 11 | 8 4 11 | 8 7 11 | } Via Naihati and Khulna |
| Bahirdia | ... 7 13 11 | 7 13 11 | 7 13 11 | 7 13 11 | 8 0 11 | 8 0 11 | 8 2 11 | |
| Jatrapur | ... 8 0 11 | 8 0 11 | 8 0 11 | 8 2 11 | 8 2 11 | 8 2 11 | 8 4 11 | |
| Mulghar | ... 7 13 11 | 7 13 11 | 7 13 11 | 8 0 11 | 8 2 11 | 8 2 11 | 8 2 11 | |
| Rupsa East | ... 7 11 11 | 7 11 11 | 7 11 11 | 7 13 11 | 7 13 11 | 7 13 11 | 8 0 11 | |
| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Barkakana | Bhurkunda Siding | Ray | Route |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bagerhat | ... 9 6 11 | 9 6 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | } Via Naihati and Khulna |
| Bahirdia | ... 9 4 11 | 9 4 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | |
| Jatrapur | ... 9 6 11 | 9 6 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | |
| Mulghar | ... 9 4 11 | 9 4 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | |
| Rupsa East | ... 9 4 11 | 9 4 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | 8 13 11 | |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, E. B. Ry. terminal charge of Re. 0-2-0 per ton and the following transhipment and ferry charges—

Transhipment charge of Re. 0-6-10 per ton at Khulna and Re. 0-6-10 per ton at Rupsa East.

Ferry charge of Re. 1-11-3 per ton.

For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 399.

N. B.—The rates for Coal, Coke and Patent Fuel for the use of the E. B. and other Foreign Railways from E. I. Ry. colliery stations to stations on the E. B. Ry. (not via) appearing on pages 388 to 449 are Re. 0-2-0 per ton less than the rates for Public Coal quoted on these pages as the E. B. Ry. terminal charge is not leviable in such cases.

E. B. R.

Table of through rates per ton for Public Coal, Coke and Patent Fuel in full wagon loads, O.R.; L. from Chandrapura, Bermo and Barkakana to the undermentioned stations on the E. B. Railway, via Naihati :—

| Station to | From Chandrapura | | | From Bermo | | | From Barka Kana | | |
|----------------|------------------|-----------|---------------------|-------------|-----------|---------------------|-----------------|-----------|---------------------|
| | Proportions | | Total rate per ton. | Proportions | | Total rate per ton. | Proportions | | Total rate per ton. |
| | E. I. | E. B. | | E. I. | E. B. | | E. I. | E. B. | |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Dum-Dum Cant.† | 3 13 9 | 0 11 3 | 4 9 0 | 4 0 0 | 0 11 0 | 4 11 0 | 4 8 1 | 0 10 11 | 5 3 0 |
| Budge Budge† | 3 15 3 | 1 0 9 | 5 0 0 | 4 1 0 | 1 1 0 | 5 2 0 | 4 9 8 | 1 0 4 | 5 10 0 |
| Agarpara*† | 3 12 0 | 0 11 0 | 4 7 0 | 3 14 0 | 0 11 0 | 4 9 0 | 4 6 3 | 0 10 9 | 5 1 0 |
| Tittaghur† | 3 9 5 | 0 10 7 | 4 4 0 | 3 11 3 | 0 10 9 | 4 6 0 | 4 3 7 | 0 10 5 | 4 14 0 |
| Shamnagar† | 3 7 8 | 0 10 4 | 4 2 0 | 3 9 6 | 0 10 6 | 4 4 0 | 4 1 7 | 0 10 5 | 4 12 0 |
| Kankinarah† | 3 7 8 | 0 10 4 | 4 2 0 | 3 9 6 | 0 10 6 | 4 4 0 | 4 1 9 | 0 10 3 | 4 12 0 |
| Santoshpur† | 3 14 0 | 0 15 0 | 4 13 0 | 4 0 2 | 0 14 10 | 4 15 0 | 4 8 9 | 0 14 3 | 5 7 0 |

Table of through rates per ton for Public coal, coke and and patent fuel in full wagon loads, O. R.; L. from Bermo and Barkakana (Sirka Colliery) to the undermentioned stations on the E. B. Railway :—

| Station to | From Bermo (via Chandrapura, Shalimar Wagon Ferry and East Dock Jn.) | | | | From Barka Kana (Sirka Colliery) (via Barkakana, Shalimar Wagon Ferry and East Dock Jn.) | | | |
|--------------------------------------|----------------------------------------------------------------------|-----------|-----------|--------------------|------------------------------------------------------------------------------------------|-----------|-----------|--------------------|
| | Proportions. | | | Total rate per ton | Proportions. | | | Total rate per ton |
| | E. I. | B. N. | E. B. | | E. I. | B. N. | E. B. | |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Calcutta (Sealdah) ... | 0 10 3 | 3 8 8 | 0 8 7 | 4 11 6† | 0 10 2 | 4 0 4 | 0 9 0 | 5 3 6† |
| Chitpur and via Kidderpore Docks ... | | | | | | | | |
| Ultadanga ... | | | | | | | | |
| Cossipore Road (EB) ... | | | | | | | | |
| Dum Dum Cant.† | 0 10 5 | 3 7 4 | 0 9 3 | 4 11 0 | 0 10 4 | 3 15 1 | 0 9 7 | 5 3 0 |
| Agarpara†* | 0 10 2 | 3 5 7 | 0 9 3 | 4 9 0 | 0 10 2 | 3 13 5 | 0 9 5 | 5 1 0 |
| Tittaghur† | 0 9 11 | 3 3 1 | 0 9 0 | 4 6 0 | 0 9 11 | 3 10 11 | 0 9 2 | 4 14 0 |
| Shamnagar† | 0 9 7 | 3 0 10 | 0 9 7 | 4 4 0 | 0 9 8 | 3 8 4 | 0 10 0 | 4 12 0 |
| Kankinarah† | 0 9 7 | 3 0 1 | 0 10 4 | 4 4 0 | 0 9 7 | 3 7 11 | 0 10 6 | 4 12 0 |
| Budge Budge† | 0 11 0 | 3 13 1 | 0 9 11 | 5 2 0 | 0 10 11 | 4 5 4 | 0 9 9 | 5 10 0 |
| Santoshpur*† | 0 10 9 | 3 10 7 | 0 9 8 | 4 15 0 | 0 10 8 | 4 2 7 | 0 9 9 | 5 7 0 |

† In booking to the mills served by these stations, the usual siding charge must be levied in addition.

* Open for traffic to Mill Sidings only.

Note.—These rates include the E.I. Railway terminal charge of Re. 0-4-0 per ton and the EB Railway terminal charge of Re. 0-2-0 per ton, where leviable.

† These rates include a terminal charge of Re. 0-4-6 per ton due at the receiving end

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 399.

BENGAL NAGPUR RAILWAY.

Including the East Coast Section (Cuttack to Waltair and Buri and Vizagapatam Branches.)

1. Coal, Coke and Patent Fuel—Basis for charge.—(i) Coal, coke and patent fuel for the public and also for the use of the foreign railways, in full wagon loads, at owner's risk, loading and unloading being done by senders and consignees, are charged over the Bengal Nagpur Railway (except over the Mourbhanj Railway) at the following scale of rates both in local and through booking.

(i) When booked for distances of 400 miles and under:—

| | | | Per maund per mile. |
|----------------------------------------------------------------------------|-----|-----|------------------------|
| For all distances up to 200 miles inclusive | ... | ... | 0·165 pie. |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive | ... | ... | 0·13 „ |

(ii) When booked for distances over 400 miles:—

| | | | |
|----------------------------------------------------------------------------|-----|-----|-----------|
| For all distances up to 200 miles inclusive | ... | ... | 0·15 pie. |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive | ... | ... | 0·06 „ |
| Plus for any distance in excess of 400 miles | ... | ... | 0·05 „ |

The rate for 401 miles calculated at scale (ii) above will apply differentially for distances 400 miles and less, wherever cheaper.

(a) **Running Powers for the B. N. Railway.**—The Bengal Nagpur Railway have been allowed Running Powers over the Chandrapura-Barakakana Section of the East Indian Railway and at present they exercise it in respect of their Home Railway Loco. coal and coal for the use of Foreign Railways reached direct by that Railway (except the East Indian Railway, but including the South Indian and Nizam's Guaranteed State Railways). This Running Power traffic is treated in all respects in the same way as traffic from other B. N. Railway local stations and is invoiced and accounted for accordingly.

(b) **Talcher Coal-Fields.**—Coal, Coke and Patent Fuel booked from the Talcher Coal-fields are charged at the same scale of rates as is applicable to traffic from the Jheriah Field, plus the usual terminal charge.

2 Coal at Railway Risk.—Public Coal, Coke and Patent Fuel, in full wagon loads, when booked at Railway Risk, will be charged at 20% higher rates than the rates at Owner's Risk.

Coal, Coke and Patent Fuel in bags, in less than wagon loads, carried at Railway Risk, will be charged on actual weight, subject to the differential rule, at 10 pies per ton per mile, plus a terminal charge of 16 pies per maund in local booking and eight pies per maund in through booking.

3 Coal in less than wagon loads.—Unpacked coal in less than wagon loads will not be accepted for carriage by Railway, unless charges for full wagon loads according to the scales laid down are paid.

When, however, such coal is bagged and carried at Owner's Risk, it is charged at 10 pies per ton per mile on actual weight, subject to the differential rule.

4 Surcharge on Public and Foreign Railways' Loco. Coal, Coke and Patent Fuel.—(a) A surcharge 12½ per cent. of the existing total freight charges inclusive of terminals, transhipment, ferry, siding, Out-Agency and other extra charges

B. N. Ry.

due, subject to a maximum rate of Re. 1 per ton calculated on the weight for charge of the consignment will be levied on all Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways booked from stations situated on the Bengal Nagpur and East Indian Railways and lines worked by these Railways subject to the following exception:—

Soft coke which is unsuitable for metallurgical purposes will be exempted from this surcharge and continue to be charged as at present.

(b) **Refund of surcharge collected on Export and Bunker Coal and Coke.**—The surcharge collected on Coal and Coke booked from Bengal Nagpur and East Indian Railways' Colliery stations to stations in the Port of Calcutta including Shalimar and exported from there by one consignee by sea in ocean going vessels to any Port in or outside India as shown by Bills of Lading, or loaded as Bunker Coal by one consignee in sea-going vessels within the limits of the Port of Calcutta as shown by the Customs figures of shipment, will be refunded on application by the one consignee to the administration of the Bengal Nagpur Railway, subject to a satisfactory fulfilment of the requirements notified from time to time by that Railway.

5 Surcharge Cess on Soft Coke.—(a) A surcharge cess of two annas per ton in addition to freight is levied on all consignments of "Soft Coke" originating at Colliery stations situated in the Provinces of Bengal, Bihar and Orissa.

6 Mixed consignments of Hard Coke and Soft Coke or of Soft Coke and Coal.—The surcharge cess of Re. 0-2-0 per ton and the surcharge of 12½ per cent. of the total freight charges at the existing rates subject to a maximum rate of Re. 1 per ton must be levied on all mixed consignments of Hard Coke and Soft Coke or of Soft Coke and Coal loaded in the same wagon on the total weight of the consignment on which freight at the existing rate is calculated for the same wagon. The surcharge cess of Re. 0-2-0 per ton will be recovered along with the freight charges but will not be shown on Invoices as usual.

7 Terminals and extra charges.—(1) A terminal charge of Re. 0-4-0 per ton is levied on all Coal, Coke and Patent Fuel booked in full wagon loads from Bengal Nagpur Railway stations.

(2) A special terminal charge of Re. 0-2-0 per ton is levied on all Coal, Coke and Patent Fuel booked from Kolaghat (Goods) and Cuttack stations.

(3) A receiving end terminal charge of Re. 0-2-0 per ton is levied on all Coal, Coke and Patent Fuel booked to any station on the B. N. Railway system (including the Parlakimedi Light Railway, the Central India Coal-Fields Railway and the Tumsar Tirodi Branch) except to Calcutta stations enumerated in paragraph 9.

(4) **Extra charge on Coal, Coke and Patent Fuel.**—An extra charge of Re. 0-4-6 per ton on Coal, Coke and Patent Fuel are levied when these consignments are booked to Calcutta stations of the B. N. Railway.

(5) In booking from Chirmiri Siding and Manendragarh or Chirmiri on the C. I. C. Ry. (or siding served by these stations), the C. I. C. Ry. terminal charge of Re. 0-4-0 per ton is leviable.

8 Special terminals at Shalimar and Calcutta (Garden Reach).—The Shalimar special terminal is not levied on Coal, Coke and Patent Fuel booked to or from Shalimar.

On Coal, Coke and Patent Fuel booked to Calcutta (Garden Reach), via Khargpur and Shalimar Wagon Ferry and on cinders when booked from Khargpur, the Calcutta (Garden Reach) terminal is not to be levied.

9 Distance for charge to Calcutta stations.—For the purposes of calculating Coal rates, the distance for charge from all Collieries in the Jherriah Field to Calcutta stations of the B. N. Railway via Khargpur, is reckoned as 170 miles.

The Calcutta stations of the B. N. Ry. referred to are:—

| | | |
|--------------|----|-------------------------------------|
| B. N. Ry. | .. | { Shalimar (B. N. Ry.) |
| | .. | { Calcutta (Garden Reach). |
| | | { Kidderpore Docks. |
| C. P. C. Ry. | .. | { Shalimar Coal Yard (C. P. C. Ry.) |
| | | { Ramkristopur Siding. |
| | | { " Ghat. |
| | | { Cowies Ghat. |
| | | { Garden Reach Coal Depot. |
| E. B. Ry. | .. | { Calcutta (Sealdah and via.) |
| | | { Chitpur and via. |
| | | { Ultadanga. |
| | | { Cossipore Road. |

10 Transhipment charges.—The following transhipment charges are levied on all Coal, Coke and Patent Fuel booked via the undermentioned break of gauge junctions and transhipping stations on the Bengal Nagpur Railway:—

Junctions and transhipping stations

| | | Rate per ton. |
|-----------------------------------------------|----|-------------------------------------------------------------------------|
| | | Rs. a. p. |
| Gondia (for B. N. Ry. Narrow Gauge) | .. | 0 4 6 |
| Itwari (for B. N. Ry. Narrow Gauge) | .. | 0 4 6 |
| Jubbulpore Junc. (with G. I. P. Ry.) | .. | 0 5 0* |
| | | (to be divided equally between the Bengal Nagpur and G. I. P. Railways) |
| Parasia (for G. I. P. Ry.) | .. | 0 6 10 |
| | | (Divisible between B. N. and G.I.P. Rys.) |
| Purulia (for Purulia Ranchi Lohardaga Branch) | .. | 0 6 10 |
| Muri Ditto Ditto | .. | 0 6 10 |
| Raipur (for Dhamtari Branch) | .. | 0 6 10 |
| Bankura (for Bankura Damodar River Railway) | .. | 0 6 10§ |
| Naupada (for Parlakimedi Light Railway) | .. | 0 2 3 |

* This transhipment charge is not leviable in the case of consignments for the Perfect Pottery Co., booked to Howbagh-Jubbulpore, *via* Jubbulpore.

§ This charge is divided equally between the Bengal Nagpur and the Bankura Damodar River Railways.

11 Wagon Ferry charge.—On Coal from Shalimar to any station via the Wagon Ferry, the Ferry charge is Rs. 9-6-0 per wagon. But this ferry charge is not levied on Coal, Coke and Patent Fuel, booked (via Khargpur and Ferry) to Calcutta (Garden Reach), Kidderpore Docks, C. P. C. Ry. and E. B. and connected Railways.

12 Coke Breeze.—Coke Breeze is charged at the same rate as for Hard Coke. The surcharge of 12½ per cent. of the total freight charges subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge is leviable on Coke Breeze.

13 Cinders and Ashes.—Cinders and Ashes are charged at the same rates as for Coke. The surcharge of 12½ per cent. of the total freight charges subject to a maximum rate of Re. 1-0-0 per ton is not leviable on Cinder and Ashes.

B. N. Ry.

14 Charcoal.—Charcoal is charged at C-M schedule rate, O. R., W-300, L., except Asan-Gom.* P. L. Ry. and M. L. Ry. The following are the special rates for Charcoal, O. R., W.-300, L:—

| From | To | Per maund ¹ Rs. a. p. |
|--------------------------------------------|-----------------------------------------------------------|-------------------------------------|
| Chakardharpore .. | Via Asansol (for traffic to Pakur) .. | 0 3 0 |
| Ramra .. | Via Howrah (for traffic to Bhadreswar ghat) .. | 0 3 9 |
| Via Barkakana .. (for traffic from Ray) | Calcutta (Garden Reach) .. | 0 3 9 |
| Bisra .. | Via Asansol (for traffic to Pakur & Baidyanathdham) .. | 0 3 1 |
| Raj Gangpur .. | Ditto .. | 0 3 5 |
| Rourkela .. | Ditto .. | 0 3 1 |
| Birmitrapur .. | Ditto .. | 0 3 4 |
| Kulunga .. | Ditto .. | 0 3 3 |
| Sonakhan .. | Ditto .. | 0 3 6 |
| Garpos .. | Ditto .. | 0 3 7 |
| Bamra .. | Ditto .. | 0 3 9 |
| Kuarmunda .. | Ditto .. | 0 3 3 |
| Jaraikela (for Charcoal fuel) | Ditto .. | 0 3 1 |

* Asan-Gom.—In the case of traffic from and to stations on the B. N. Railway *via* the following junctions:—

- (1) *Via* Asansol.
- (2) *Via* Gomoh.
- (3) *Via* Chandrapura.
- (4) *Via* Barkakana.

to and from stations on the (i) E. I. Railway between Naihati and Howrah both inclusive, (ii) E. B. Ry. between Naihati and Calcutta (Sealdah) both inclusive.

15 Rebate on Export Coal and Coke.—A rebate at the following percentage rate of the freight originally charged, is allowed at the end of each month on all Coal and Coke (except Bunker Coal and Coke), booked at owner's risk from B. N. Ry. colliery stations and exported by sea in ocean-going vessels by any one consignee from the Port of Calcutta including Shalimar, to any Port in or outside India as shown by the Bills of Lading:—

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| On Graded Coal shipped as Cargo under certificates from the Coal Grading Board to Foreign Ports outside India and Burma. | } 37½ per cent. of the actual freight rate, excluding all terminals and extra charges plus an additional rebate of eight annas per ton. |
| | |
| On Graded Coal shipped as Cargo under certificate from the Coal Grading Board to Ports in India and Burma. | } 37½ per cent. of the actual freight rate, excluding all terminals and extra charges. |
| | |
| On Non-graded Coal not covered by any certificate from the Coal Grading Board and on Coke. | } 25 per cent. of the actual freight rate, excluding all terminals and extra charges. |
| | |

B. N. Ry.

Claim for rebate.—Any rebate not claimed within two months after the expiry of the month in which it accrued will be subject to a discount in accordance with the following scales:—

| | | | | | |
|---|-----------------------------------------------------|-------|-------------|----|-------------|
| • | If claimed after two months but within three months | | | .. | 5 per cent. |
| | Ditto | Ditto | four months | .. | 10 „ |
| | Ditto | Ditto | five months | .. | 15 „ |
| | Ditto | Ditto | six months | .. | 20 „ |

No rebate will be paid unless claimed within six months after the expiry of the month in which it accrued.

This rebate is liable to cancellation at not less than three months' notice.

For the purpose of the above rebate, the month in which the rebate accrues shall be held to be the month in which the Coal is actually shipped.

16 Coal from Collieries on the East Indian Railway.—Freight charges on Coal, Coke and Patent Fuel in full wagon loads, at owner's risk, booked from collieries situated on the East Indian Railway in the Jherriah coal-fields to stations on the B. N. Railway and beyond, will be calculated on the distance from the B. N. Railway station nearest to the colliery except in cases where special rates have been quoted.

17 Interchange of wagons with the E. I. Railway.—Coal, Coke, and Patent Fuel booked from Collieries served by the B. N. Railway in the Jharia Field may be despatched to stations on the E. I. Railway and beyond via Bhaga*, Bhojudih or Malkera Exchange, when required to.

18 Rate for Coal from Jherriah Field to Calcutta stations.—Coal, Coke and Patent Fuel from collieries situated in the Jherriah field on the E. I. Railway, may be despatched to Calcutta stations which includes Shalimar station, Ramkrishnapore, Calcutta (Garden Reach) via Shalimar only, Kidderpore Docks, Sealdah and via, Chitpur and via, Cossipore Road (E. B.) and Ultadanga at Rs. 4-8-6 per ton inclusive of terminals.

For surcharge leviable in addition see paragraphs 4 and 5, pages 451 and 452.

19* Grouping of coal rates from stations in the Jherriah Field.—The rates for Coal, Coke and Patent Fuel booked from Bhojudih, Malkera, Mohuda, Talgaria, Layabad, Khanoodih and Jamuniatand will be the same as from Bhaga both as regards upwards and downwards despatches.

* The Bhaga Exchange is closed at present and the work done previously at that point has been transferred to Pathardihi. The existing rates and rules for the booking of traffic via the Exchange Link will, however, continue to remain in force until further advice.

B. N. Ry.

- (i) **Jherriah Coal-Field.**—The following are the limits of the Jherriah Coal-Field.—Dhanbad on the E. I. Ry. and Bhojudih on the B. N. Ry. and the Colliery area to the west of these stations except the Collieries situated on the Bokharo-Jharia Coal-Field and Chandrapura-Barkakana Sections.

20 Charge on consignments of Coal consisting of more than one wagon.—

When a consignment of coal consists of more than one wagon containing the same quality of coal, viz., steam, rubble, slack or dust coal, the charges will be on the actual weight of the whole consignment subject to a minimum charge on the aggregate of the minima weights for charge of all the wagons used. This applies to B. N. as well as Foreign Railway wagons.

21 Maximum permissible weight of heavy tonnage wagons.—B. N. Ry. heavy tonnage wagons and all Foreign Railway I. R. C. A. type and heavy tonnage wagons, the marked carrying capacity of which allows of a gross load of 30 tons and over which booked with Coal, Coke and Patent Fuel to stations on the B. N. and the following Railways, may be loaded to the extent of 1 ton over and above the marked carrying capacity, provided the track capacity of the section over which such wagons are run is not thereby extended by more than 1 ton:—

(1) E. I. Ry.

(2) E. B. Ry.

(3) G. I. P. Ry. (provided the gross load of 28 tons per 4-wheeled wagon over the Chambal Bridge between Dholpur and Hetampur is adhered to.)

(4) B. B. & C. I. Ry.

(5) M. & S. M. Ry.

(6) S. I. Ry.

(7) N. W. Ry.

(8) N. S. Ry.*

* See note * in clause (ii), page 41.

22 Minimum weights for charge on wagons loaded with Coal, Coke and Patent Fuel.—Coal, Coke and Patent Fuel loaded in Bengal-Nagpur Railway wagons and despatched from that line to the East Indian Railway will be charged over the Bengal-Nagpur and East Indian Railways on the same minimum weights as observed over the Bengal-Nagpur Railway. In the case of Coke loaded in Bengal-Nagpur Railway wagons marked to carry 13.50 tons Coke, the minimum charge is as for 13½ tons.

B. N. Ry.

(a) Similarly Coal, Coke and Patent Fuel loaded in East Indian Railway wagons and booked through to Bengal-Nagpur Railway will be charged over the East Indian and Bengal Nagpur Railways on the same minimum weights as charged over the East Indian Railway.

23 Carrying Capacity of Bengal-Nagpur Railway C. O. T. and K. O. Type Hopper Bogie wagons.—The following are the minimum weights for charge on Coal loaded in the Bengal-Nagpur Railway C. O. T. and K. O. Type Hopper wagons when loaded from Jherriah Coal-fields, Bokharo-Jharia Coal-fields to Tatanagar:—

| Type of wagon. | Carrying Capacity. | Minimum weight for charge. |
|----------------------------------|--------------------|----------------------------------------------------|
| | Tons | |
| K. O. .. | 48 | { For Steam coal .. 26 tons. |
| | | { For Rubble coal .. 23 tons. |
| | | { For Dust coal .. 22 tons. |
| C. O. T. .. | 46 | { For Steam coal .. 30 tons |
| | | { For Rubble coal .. 28 tons |
| | | { For Dust coal .. 25 tons. |

These wagons can only be used for Coal traffic under instructions from the Superintendent of Transportation, Bengal-Nagpur Railway, Calcutta, C. O. T. Type wagons must not be used for Coke traffic.

24 Minimum weight for charge on Coal and Coke loaded in C. H. B. and C. H. T. Type Hopper Bogie wagons.—The minimum weights for charge on Coal and Coke loaded in C. H. B. and C. H. T. types of wagons are as shown below:—

| | | Minimum weight. |
|----------------------------------|-----------------------------------------------------------|---------------------------------------------------------------|
| C. H. B. .. | { For steam, rubble, slack and dust coal. | 4 tons less than the marked carrying capacity of wagons used. |
| | { Coke .. | 36 tons. |
| C. H. T. .. | { For steam coal .. | 4 tons less than the marked carrying capacity of wagon used. |
| | { For rubble, slack and dust coal .. | 38 tons. |
| | { Coke .. | 33 tons. |

B. N. Ry.

25. Table showing the average maximum weight of Coal and Coke which wagons and the minimum weight for charge thereon

N. B.—The maxima and minima weights quoted are approximate and may vary

| TYPES. | Highest carrying capacity. | MAX. | |
|-------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| | | Weight of Coal and Coke which may be loaded in each wagon for Sections over which a gross load of 32 tons may not be exceeded. | Weight of Coal and Coke which may be loaded in each wagon for Sections over which a gross load of 30 tons may not be exceeded. |
| 1 | 2 | 3 | 4 |
| HEAVY TONNAGE TYPES §§ | | | |
| | Tons. | Tons. | Tons. |
| KC open | 23 | 22½ | 20½ |
| KD " | 25 | 24½ | 22½ |
| KE " | 24 | 23½ | 21½ |
| KF " | 24 | 23½ | 21½ |
| K " | 24 | 23 | 21 |
| KL " | 23 | 23 | 21 |
| ST " | 24 | 23½ | 21½ |
| AA Covered | 24 | 23½ | 21½ |
| CA " | 23 | 22½ | 20½ |
| CB " | 22 | 22 | 20½ |
| D " | 24 | 23 | 21 |
| Other types which can be loaded upto carrying capacity marked on them or which may be loaded one ton over the marked carrying capacity :— | Carrying Capacity | | |
| | Tons. | | |
| J Open } | 20 | 21 | 21 |
| G " } | 20 | 21 | 21 |
| A Covered } | 19 | 20 | 20 |
| B " } | 19 | 20 | 20 |
| C " | 19 | 20 | 20 |
| K Open | 19 | 20 | 20 |
| KA† " | 19 | .. | .. |
| KB† " | 19 | .. | .. |
| KH " | 19 | 20 | 20 |
| KK " } § | 18 | 19 | 19 |
| KW† " } § | 21 | .. | .. |

Notes.—(i) The minimum weight for charge for Coal and Coke loaded in B. N. Railway heavy tonnage covered or open wagons at the Himgir-Rampur Coal Co.'s Assisted Sidings between IB and Belpahar is the same as for Coal and Coke for sections over which a gross load of 28 tons may not be exceeded as shown in column (8) above, irrespective of the sections over which they are booked.

(ii) The minimum weight for charge on Coal loaded in B. N. Railway open wagon at Talcher will be the same as for "Coke" appearing in the above table.

(iii) Actual weight, and not the minimum, is to be charged when more than the weight shown in columns (6), (7) and (8) is loaded. It must, however, be understood that the maximum weight shown in columns (3), (4) and (5) is, on no account, to be exceeded.

§§ The maximum weight may be increased by 1 ton as referred to in paragraph 21, page 456.

For notes †, §, ** and ‡ see page 459.

may be loaded in the different types of B. N. Railway subject to track restrictions in force.

somewhat in individual wagons due to variations in tares and carrying capacities.

| MUM | MINIMUM WEIGHT FOR CHARGE PER WAGON. | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-------|----------------------------------------------------------------------------------------------------------------------|-------|----------------------------------------------------------------------------------------------------------------------|-------|
| Weight of Coal and Coke which may be loaded in each wagon for Sections over which a gross load of 28 tons may not be exceeded. | For Steam Rubble, Slack and Dust Coal and Coke for Sections over which a gross load of 32 tons may not be exceeded. | | For Steam, Rubble, Slack and Dust Coal and Coke for Sections over which a gross load of 30 tons may not be exceeded. | | For Steam, Rubble, Slack and Dust Coal and Coke for Sections over which a gross load of 28 tons may not be exceeded. | |
| 5 | 6 | | 7 | | 8 | |
| | Coal. | Coke. | Coal. | Coke. | Coal. | Coke. |
| Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 18½ | 20½ | 14½ | 18½ | 14½ | 16½ | 14½ |
| 20½ | 22½ | 16½ | 20½ | 16½ | 18½ | 16½ |
| 19½ | 21½ | 15½ | 19½ | 15½ | 17½ | 15½ |
| 19½ | 21½ | 15½ | 19½ | 15½ | 17½ | 15½ |
| 19 | 21 | 15 | 19 | 15 | 17 | 15 |
| 19 | 21 | 15 | 19 | 15 | 17 | 15 |
| 19½ | 21½ | 15½ | 19½ | 15½ | 17½ | 15½ |
| 19½ | 21½ | 17½ | 19½ | 17½ | 17½ | 17½ |
| 18½ | 20½ | 15½ | 18½ | 15½ | 16½ | 15½ |
| 18½ | 20 | 15 | 18½ | 15 | 16½ | 15 |
| 19 | 21 | 17 | 19 | 17 | 17 | 17 |
| 21 | .. | .. | .. | .. | .. | .. |
| 21 | .. | .. | .. | .. | .. | .. |
| 20 | 17 | 15 | 17 | 15 | 17 | 15 |
| 20 | 17 | 15 | 17 | 15 | 17 | 15 |
| 20 | 17 | 15 | 17 | 15 | 17 | 15 |
| 20 | 17 | 13 | 17 | 13 | 17 | 13 |
| .. | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |
| 20 | 17 | 13 | 17 | 13 | 17 | 13 |
| 19 | 16 | 12 | 16 | 12 | 16 | 12 |
| .. | 15 | 9 | 15 | 9 | 15 | 9 |

§ KK & KW types of wagons are built for the carriage of B. N. Railway Loco. Coal only, but can be loaded with Public traffic to B. N. Railway Local Stations only.

**When J and G types of wagons are supplied for loading Coal, they should be loaded flush with the top of the wagon and the freight charges will be levied on the actual weight irrespective of the marked carrying capacity. These types of wagons must not be supplied for or loaded with Coke.

‡ KA & KB types of wagons are marked with two carrying capacities, the higher for general merchandise and the lower for coal. The minimum weight for charge on Coal and Coke loaded in these wagons is as follows :—

On Coal .. 2 tons less than the coal or lower carrying capacity.

Coke .. 6 " " "

‡ KW type wagons are "marked with two carrying capacities, the higher for general merchandise and the lower for Coal.

B. N. Ry.

26. (i) **B.-N. Railway Shalimar Coal Depot.**—A Coal Depot has been opened at Shalimar (B.-N. Ry.) This Depot is called the B.-N. Railway Shalimar Coal Depot. Coal, Coke and Patent Fuel despatched to B.-N. Railway Shalimar Coal Depot must be booked only *via* Khargpur. The charge should be the same as for coal booked to Shalimar C. P. C. Railway.

Coal, Coke and Patent Fuel must only be consigned to plot-holders at this Depot. Under no circumstances must consignments of Coal, Coke and Patent Fuel for consignees other than plot-holders at this Depot be accepted for despatch to B.-N. Railway Shalimar Coal Depot. The following is a list of the plot-holders to whom Coal, Coke and Patent Fuel may be booked :—

| Names of plot-holders | No. of plot. |
|-----------------------------------------------------|--------------------------------------------------------------------|
| 1. Messrs. Hoare Miller & Co. | .. 1, 50, 51 & office plot " C " |
| 2. „ MacNeil & Co. (Mg. Agents, R.. S. N. & Co.) | 7, 12, 54, 55, 56 & 57. |
| 3. Messrs. Anandji Haridas & Co. | .. 40 & office plots " H " & " I ". |
| 4. B.-N. Railway .. | .. 44, 45 & 46. |
| 5. Messrs. Kuver Ltd. .. | .. 20, 23, 34, 35, 36, 37, 38, 39, 42, 43, & office plot " M ". |
| 6. K. C. Ghattack & Sons | .. 17, 18 & office plots " B," " D " & " E." |
| 7. Sahadeo Ram Babu Lall | .. 28. |
| 8. Narayan Chandra Sett | .. 32. |
| 9. Messrs. Paul & Co. .. | .. 30. |
| 10. Messrs. Jagabandhanram Dwarka Prosad | 29 & 31. |
| 17. „ Mookerjee & Co. | .. 33. |
| 18. „ D. N. Sircar & S. K. Dass | .. 14 & 15. |

Consignments booked to the B. N. Ry. Shalimar Coal Depot should be invoiced and labelled distinctly to " B. N. Ry. Shalimar Coal Depot." The number of the plot concerned should be entered in D/Notes, Invoices and Railway Receipts.

B. N. Ry.

(ii). **Coal, Coke and Patent Fuel to B. N. Ry. Shalimar Coal Depots.**—Coal, Coke and Patent Fuel booked to Bengal-Nagpur Railway Shalimar Coal Depots from Collieries situated in the **Raniganj** Coal-Field of the E. I. Ry., *via* Asansol, are charged at the same rate as obtained for Coal booked to the Depots of the Calcutta Port Commissioners at Shalimar, *via* the E. I. Ry. direct route.

(iii). Coal, Coke and Patent Fuel intended for Public other than Depot-holders may be booked generally to **Shalimar station B.-N. Railway**, but not to Shalimar Coal Depot.

(iv). Coal, Coke and Patent Fuel cannot be booked to Shalimar B.-N. Ry., *via* Howrah.

27. Booking of Coal to Shalimar Branch Sidings.—Coal, Coke and Patent Fuel in full wagon loads may be booked to the following sidings on the Shalimar Branch, *i. e.*, the Section from Shalimar to Santragachi. A siding charge of Rs. 2-8-0 per four-wheeled wagon must be levied in addition to the rate to Shalimar (B. N. Ry.) and must be shown separately on the Invoices and Railway Receipts. Invoices must be issued to Shalimar (B. N. Ry.) :—

- (1) A and J. Main & Co.'s Siding.
- (2) Turner Morrison & Co.'s Paint Works Siding.
- (3) Turner Morrison & Co.'s Shalimar Works Siding.
- (4) Calcutta Builders' Stores, Ltd. Siding.
- (5) Guest Keen & Williams Ltd., Brickfield Siding.
- (6) Guest Keen & Williams Ltd., Andul Road Works Siding.

28. Booking of Coal to certain sidings on Shalimar Branch Via Howrah.—Coal, Coke & Patent Fuel from collieries in the Raniganj Coal-Field on the E. I. Ry. to the undermentioned sidings served by Shalimar (B. N. Ry.) may be booked and routed *via* Howrah :—

- (1) Messrs. Turner Morrison & Co.'s Shalimar Works Siding.
- (2) Messrs. Turner Morrison & Co.'s Paint Works Siding.
- (3) A and J. Main & Co.'s Siding.
- (4) Calcutta Builders' Stores Ltd. Siding.
- (5) Guest Keen & Williams Ltd. Andul Road Works Siding.
- (6) Guest Keen & Williams Ltd. Brickfield Siding.

B.-N. Ry.

The following charges are levied on such consignments over the E. I. Ry. and B. N. Ry. *via* Howrah :—

Over the E. I. Ry.—Rates from the different chargeable points to *via* Howrah plus 12½ per cent. surcharge of the total freight charges subject to a maximum of Re. 1-0-0 per ton on the weight for charge of the consignment should be levied in addition (except on soft coke). A surcharge cess of Re. 0-2-0 per ton should be levied on soft coke only. Any tollage due must be levied in addition.

Over the B. N. Ry.—A haulage charge of Rs. 23/- per 4-wheeled wagon which includes the siding charge of Rs. 2-8-0 per wagon at the receiving end. This haulage charge is not subject to the levy of 12½ per cent. surcharge. For the purpose of this arrangement, the Raniganj Coal Field comprises collieries trafficked from which is invoiced at Ondal, Asansol, Sitarampur, Burnco Siding, Rosundanga Siding & Giridih.

29. Coal for Calcutta (Garden Reach).—Coal, Coke and Patent Fuel from collieries in the Raniganj and Giridih fields, can be booked to Calcutta (Garden Reach) B.-N. Ry. *via* Asansol only, charge being made on the actual mileage over the Bengal-Nagpur Railway to Shalimar and no ferry charge or terminal is levied.

(a) Coal, Coke and Patent Fuel from Collieries in the Jherriah Field on the E. I. Ry. to Calcutta (Garden Reach) B.-N. Ry. can be booked *via* Asansol, charge being made by the shortest route, *i.e.*, the same as that obtainable by the Bengal-Nagpur Railway route from Bhaga to Shalimar and no ferry or terminal charge is levied.

(b) Coal, Coke and Patent fuel from collieries on the Daltongarj Branch can be booked to Calcutta (Garden Reach) B.-N. Ry. *via* Gomoh, charge must be made on the actual mileage by the shortest route over the Bengal-Nagpur Railway to Shalimar and no ferry charge or terminal is levied.

(c) Coal, Coke and Patent Fuel cannot be booked to Calcutta (Garden Reach) B.-N. Ry. *via* Howrah.

30. Coal, Coke and Patent Fuel to Fort Gloster.—On Coal, Coke and Patent Fuel booked to Fort Gloster station from stations in the up direction, *i.e.*, from stations in the direction of Ulubari, the rates chargeable will be the Shalimar rates if such rates are lower than the Fort Gloster rates but where the Shalimar rates are higher than the Fort Gloster rates, the latter, *i.e.*, the Fort Gloster rates will apply.

B.-N. Ry.

31. Mills sidings and other sidings (except Colliery sidings) on the B.-N. Ry.—The following sidings on the B.-N. Ry. are open for inward receipt of Coal, Coke and Patent Fuel in wagon loads (except where otherwise mentioned). Traffic should be invoiced and charges calculated as to the station named against each siding under column "station served by," but a remark should be made in Invoices and Railway Receipts "For delivery at.....Siding". The siding charge should be shown separately on the Invoices and Railway Receipts :—

| Names of sidings | Station served by | Additional siding charge to be levied. | Remarks. |
|------------------------------------------------------|-------------------|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| B. N. Elias & Co., Ltd. | Bankura .. | Rs. a. p. 0 0 2 per maund. | When consigned to or by Messrs. B. N. Elias & Co. Ltd. |
| Barobil Nos. 1, 1A, 2, 3 and 4. | Bara Jamda .. | 5 0 0 per 4-wheeled wagon. | |
| Bawelli manganese | Balaghat .. | 0 2 3 per ton. | |
| Bauria Cotton Mills | Fort Gloster .. | 0 4 6 " | |
| Bengal Iron Co.'s .. | Manharpur .. | 0 2 3 per ton. § | |
| Bilaspur Lime and Cement Co.'s. | Akaltara .. | 0 0 1 per md. | When consigned to Messrs. Bisra Stone Lime Co., Ltd. |
| Binny & Co.'s .. | Nellimarla .. | 0 4 6 per ton. | |
| Bisra Stone Lime Co.'s. | Birmitrapur .. | 0 2 3 " | |
| Bone Mill Siding .. | Santragachi .. | 0 2 3 " | |
| Bose & Basantram (between Jai-chandipahar and Bero). | ..... | 0 4 6 per ton. | |
| Byramji Pestonji & Co. | Kulunga .. | 0 2 3 " | In addition to Joy-chandipahar rates for traffic from up (Asansol) direction and to Bero rates for traffic from down (Adra) direction. |
| Byrumji D. Doongaji's. | Seoni .. | 0 6 10 " | |
| Cape Copper Co.'s* | Rakha Mines .. | 0 2 3 " | |
| Chandameta .. | Khirsadoh .. | 0 2 3 " | |
| Chandan Mull Indra Kumar Jute Mills. | Santragachi .. | 0 4 6 " | |
| Chittivalsah Jute Mills. | Vizianagram .. | 0 0 2 per md. | When consigned to Messrs. Chandan-mull Indra Kumar only. |
| Delta and Belvedere Jute Mills. | Sankrail .. | 0 4 6 per ton. | |
| Dhattopahar .. | Ramtek .. | 2 0 0 per 4-wheeled wagon. | |
| East India Manganese Co.'s.† | Ghatsila .. | 0 4 6 per ton. | |
| Fort Gloster Jute Mills. | Fort Gloster .. | 0 4 6 per ton. | |
| Assisted Siding of Paraghat. | | 0 0 1 per md. | When consigned to or by Mr. Jairam Valjee. |

§ This charge is also leviable on outward Coal booked from the siding.

* The North Anantapur Gold Mining Company Limited & Messrs. Mallick Dutt & Co. are also authorised to use this siding under the same conditions.

† Not yet opened.

B.-N. Ry.

| Names of Sidings. | Station served by | Additional siding charge to be levied. | Remarks. |
|---------------------------------------------------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Gagalbhai's Jute Mills (between Chengail and Fuleswar). | Bauria .. | Rs. a. p. 0 4 6 per ton in addition to rate to Chengail for traffic from the up (Ulubaria) direction and to rate to Fuleswar for traffic from the down (Bauria) direction. | When consigned to the Gagalbhai Jute Mills only. Babu Bepin Behari Mandal Messrs. Bansilal & Co. and Mr. Umrare Lala have been authorised to use this siding under similar conditions. |
| Gokulpur Brick Field | Gokulpur .. | 0 2 3 per ton (on the carrying capacity of the wagon used). | Invoices should be made out as for Gokulpur and rate should be charged up to Gokulpur. |
| Gorumahisani No. 1 | Gorumahisani .. | .... |  |
| Gorumahisani No. 2 | Gorumahisani | 0 4 6 per ton. | |
| Gumgaon .. | Khapa | 3 0 0 per wagon. | |
| Gurpahar .. | Birmitrapur .. | 0 2 3 per ton. | |
| Indian copper corporation. | Ghatsila .. | 0 4 6 per ton. | When consigned to the Indian Copper Corporation only. |
| Indian Iron and Steel Co.'s Brick Field. | Radhanagar .. | .... | The rates chargeable are the same as to Radhanagar. |
| Jamsole* .. | Krishnachandrapur | 0 0 2 per md. | When consigned to a by Messrs. Jiwan Gangi. |
| Jiwan Gangji's Rice Mill. | Chhatna .. | 0 4 6 per ton. | |
| Kattanjeri .. | Saongi .. | 5 0 0 per wagon. | |
| Kharida .. | Khargpur .. | 0 6 10 per ton. | Coal consigned to the Depot Storekeeper, B. N. Ry. Store Siding, Kharida only may be booked to this siding. |
| Kodegohan* .. | Saoner .. | 3 0 0 per wagon | |
| Kutcheedhana .. | Ramakona .. | 3 0 0 per wagon | |
| Lawrence Jute Mill | Fort Gloster .. | 0 4 6 per ton | Coal consigned to Lawrence Jute Mill only may be booked to this siding. (1) Mantaz Molla (2) Shyama Charan Santra. (3) Sita Nath Pramanick are allowed to make use at this siding for their inward traffic under similar condition. |

Open for outward despatch of Charcoal Fuel in wagon loads only.

| Names of Sidings. | Station served by | Additional siding charge to be levied. | Remarks. |
|-------------------------------------------------------|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ludlow Siding .. (between Chengail and Fuleshwar). | Bauria .. | Rs. a. p. 0 4 6 per ton (to be levied in addition to the rate to Fuleshwar in booking from the Down direction i.e., from station in the direction of Bauria and to the rates to Chengail in booking from the up direction, i.e., from stations in direction of Ulubaria). | Traffic consigned to or by Messrs. Ludlow Jute Co., Ltd., only is dealt with. |
| Manbhum Hydraulic Lime and Stone Co. | Indrabati .. | 0 2 3 per ton. | |
| Namkom .. (between Ranchi & Talisilwai). | Ranchi .. | 0 4 6 per ton in addition to the rates to Ranchi. | This siding is open for booking of inward consignments in full wagon loads for the following firms only:— 1. Bishop Westcott Boys and Girls School. 2. Indian Lac Association of Research. 3. Government Vaccine Depot. 4. Assam Frontier Tea Co. Ltd. 5. Rai Bahadur Thakurdas. Invoices should be issued to Ranchi with the remark "For delivery at the Namkom Siding." |
| National Jute Mill .. | Andul .. | 0 4 6 per ton. | When consigned to the National Jute Mill only. |
| Naupada Salt .. | Naupada .. | 0 4 6 " | |
| New North Mill .. | Nalpur .. | 0 4 6 " | |
| New Ring Mill Co.'s | Fuleshwar .. | 0 4 6 " | Coal can be booked only to the New Ring Mill Co. |
| Perfect Pottery Co.'s Siding. | Howbagh - Jubbulpore. | 0 2 3 " | |
| Prem Chand Jute Mill, Ltd. | Chengail .. | 0 4 6 " (When consigned to this Jute Mill only). | This siding is also used by Messrs. A. K. Betal, Jugalkristo Paul, Messrs. Panchanon Dolui & Ashutosh Dolui, Messrs. Jonabali Middy, B. L. Ghose, Sk. Robjelali, Sk. Noor Hossain Middy, Surjamal Marwari, S. C. Rana, A. C. Ram, Ackcowri Bose, Gostha Behari Pal and Omrao Proladh. |

B.-N. Ry.

| Names of Sidings. | Station served by | Additional siding charge to be levied. | Remarks. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | Rs. a. p. | |
| Rai Sahib Madho Prosad. | Kuarmunda .. | 0 2 3 per ton .. | When consigned by or to Rai Sahib Madho Prosad. |
| Ram Rama .. | Saongi .. | 5 0 0 per wagon .. | |
| Shodon Hoorki .. | Saongi .. | 5 0 0 „ .. | |
| Shree Laxmi Tannin Extract Factory. | Khargpur .. | 0 4 6 per ton .. | |
| Sulapat .. (between Kuldihā and Badampahar). | Kuldihā .. | 0 4 6 per ton .. | Coal intended for the Tata Iron and Steel Co. only will be booked. |
| Tata Iron and Steel Co., Ltd. | Noamundi .. | 0 4 6 per ton .. | ..... |
| Tatanagar Industrial Siding— The following assisted sidings take off the Tatanagar Industrial Siding— (1) The Tin Plate Co. of India Ltd. (2) The Jamshedpur Engineering and Machine Manufacturing Co., Ltd. Messrs. MacNeil & Co.) (3) E. I. Railway Workshops. (4) Assisted Siding for Mr. Indra Singh, Proprietor, Indian Steel Wire Products. (5) The Indian Cable Co., Ltd. (6) Agricultural Implement Co. Ltd. (7) Tatanagar Foundry Co. Ltd. | Tatanagar .. | Haulage charge of Rs. 7-8-0 per wagon over the Industrial Siding plus a siding charge of Rs. 2 per wagon over the Assisted Siding (except in the case of traffic booked to and from the Tin Plate Co. of India Ltd. when the Assisted Siding charge of Rs. 2 per wagon is not levied). | A haulage charge of Re. 0-12-0 per ton is levied on the carrying capacity of the wagon used, O. R., L., when goods in wagon loads overhauled:— (i) Between Tata Iron and Steel Co.'s Works and any of the Assisted Sidings. (ii) Between any two Assisted Sidings served by the Tatanagar Industrial Siding. |
| Tata's Spur Siding .. | Quarry Siding .. | Rs. 5 0 0 per wagon .. | When consigned to or by the Tata Iron and Steel Co., Ltd. only. |
| Tumsar Tirodi (Broad Gauge) Branch:— (a) South Tirodi .. | Tirodi .. | | |
| (b) Jamrapani .. | Do. .. | | |
| (c) East and West Tirodi. | Do. .. | | |
| (d) Sitapatore .. | Sukli .. | Rs. 5-0-0 per 4-wheeled wagon. | |
| (e) Dongri Buzweg | Dongri Buzweg .. | | |
| (f) Sitasaongi .. | Goberwahi .. | | |

B. N. Ry.

32(a) List shewing Coal Sidings in the Jherrish Field and the stations from which charge is made when booked to stations on the B.-N. Railway or to stations beyond the B.-N. Railway, *via* the B.-N. Railway Junctions :—

N. B.—Collieries are responsible for correct labelling of wagons.

| Sidings. | | Stations from which distance to be reckoned for the purpose of apportionment. | | Name of weigh-bridge station where wagons are weighed and invoiced and rates are chargeable from | Station to which goods other than coal to be invoiced for traffic from E. I. Ry. stations <i>via</i> the Exchange |
|------------------------------------------|-----|-------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| Names. | No. | Downwards, <i>i. e.</i> , in the direction of Adra. | Upwards, <i>i. e.</i> , in the direction of Gomoh. | | |
| Pathardihi Link. | | | | | |
| Muccadum .. | 1 | } Bhaga .. | Bhojudih .. | Bhojudih .. | Pathardihi |
| Muccadum .. | 2 | | | | |
| Chasnala .. | 4 | | | | |
| Ditto .. | 4A | | | | |
| Ditto .. | 4B | | | | |
| Ditto .. | 4C | | | | |
| Sudamdih Branch. | | | | | |
| Sudamdih North .. | 3 | } Bhaga .. | Bhojudih .. | Bhojudih .. | Pathardihi |
| Sudamdih .. | 3A | | | | |
| Ditto .. | 7 | | | | |
| Sutikdih .. | 6 | | | | |
| Swardih .. | 2 | | | | |
| Chhataland (Sudamdih Pumping Siding.) .. | | | | | |
| Noonoodih Link § | | | | | |
| Bhullanbararee .. | A | } Malkera .. | Ditto .. | Bhaga .. | .. |
| Ditto .. | C | | | | |
| Digwadih Siding No. I ‡ | .. | Ditto .. | Ditto .. | Ditto .. | Pathardihi |
| Bhowra Branch. | | | | | |
| Swardih .. | 9 | } Bhaga .. | Bhojudih .. | Bhojudih .. | Pathardihi. |
| Mohalbani .. | 11 | | | | |
| Bhowra .. | 2 | | | | |
| Ditto .. | 3 | | | | |
| Ditto .. | 4 | | | | |
| Ditto .. | 5 | | | | |

* These sidings are served jointly and worked by E. I. Railway pilots direct, and goods traffic from E. I. Railway does not come over to the B. N. Ry. but is dealt with by the E. I. Railway.

† Hatkandra Colliery of Messrs. Chatarbhai Sangji Bhai and Bros. load coal at this Siding.

§ Messrs Tata Iron & Steel Co. are allowed to load coal wagons on the main link Noonoodih Branch. On Coal, Coke & Patent fuel booked to this link, a siding charge of Re. 0-4-0 per wagon is leviable in addition to the rates chargeable.

‡ Not yet opened.

B. N. Ry.

| Sidings. | | Stations from which distance to be reckoned for the purpose of apportionment. | | Name of weigh-bridge station where wagons are weighed and invoiced and rates are chargeable from | Station to which goods other than coal to be invoiced for traffic from E. I. Ry. stations <i>via</i> the Exchange. |
|-----------------------------------------------------------|-----|-------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Names. | No. | Downwards, <i>i. e.</i> , in the direction of Adra. | Upwards, <i>i. e.</i> , in the direction of Gomoh. | | |
| Bhowra Branch.— (<i>Contd.</i>) | | | | | |
| Bhowra .. | 13 | Bhaga .. | Bhojudih .. | Bhaga .. | Pathardihi. |
| Bhowra .. | 5A | Bhaga .. | Bhojudih .. | Bhojudih .. | Pathardihi. |
| Ditto .. | 6 | | | | |
| Bhowrah Bye-products and Coke Ovens Sidings (coke ovens.) | 16 | | | | |
| Jorapukur .. | 12§ | | | | |
| Ditto .. | 12C | | | | |
| Jeetpur .. | 15 | | | | |
| Jamadoba Loop. | | | | | |
| Jamadoba .. | 2 | Malkera .. | Bhojudih .. | Bhojudih .. | Pathardihi. |
| Noonoodih .. | 3 | | | | |
| Ditto .. | 3A | | | | |
| Ditto .. | 18 | | | | |
| Bhutgoria .. | 5 | | | | |
| Bhutgoria .. | 5/1 | | | | |
| Kendwadih .. | 7 | | | | |
| Bhagaband .. | 9 | | | | |
| Ditto .. | 10 | | | | |
| Jardine's Balliari .. | 2 | | | | |
| Pootkee .. | 16 | Malkera .. | Bhaga .. | Bhojudih .. | Pathardihi. |
| Ditto .. | 16A | | | | |
| Balliari .. | 11 | | | | |
| Ditto .. | 13 | | | | |
| Ditto .. | 14 | | | | |

§ Consignments of coal from this siding are weighed at the private weigh-bridge of the colliery.

| Sidings. | | Stations from which distance to be reckoned for the purpose of apportionment. | | Name of weigh-bridge station where wagons are weighed and invoiced and rates are chargeable from | Station to which goods other than coal to be invoiced for traffic from E. I. Ry. stations <i>via</i> the Exchange. |
|------------------------------|-------|-------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Names. | No. | Downwards, <i>i. e.</i> , in the direction of Adra. | Upwards, <i>i. e.</i> , in the direction of Gomoh. | | |
| Bhaga-Parbad. | | | | | |
| Standard .. | 3 | Malkera .. | Bhojudih .. | Bhaga .. | Pathardihi. |
| Ditto .. | 3A | Bhaga .. | Bhaga .. | Bhaga .. | Pathardihi. |
| Ditto .. | 4 | } | } | } | } |
| Hurriladih .. | 2 | | | | |
| Jamadoba .. | 6 | | | | |
| Ditto .. | 6A | | | | |
| Ditto .. | 6B | | | | |
| Bhalgora .. | 22 | | | | |
| Burragarh .. | 1A | | | | |
| Ditto .. | 1B | | | | |
| Ditto .. | 1C | | | | |
| Gopalichuck .. | 15 | | | | |
| Ditto .. | 5A | } | } | } | } |
| Kilburn's Kustore .. | 7 | | | | |
| Ditto .. | 7A | | | | |
| Jardine's Balliari .. | 1* | | | | |
| Dharmaband-Kharkharee Chord. | . | | | | |
| Kharkharee .. | 15(b) | | | | |
| Phularitand .. | 17 | | | | |
| Parbad-Loyabad. | | | | | |
| Marine .. | 23 | } | } | } | } |
| Putaha .. | 11 | | | | |
| Ditto .. | 12(a) | | | | |
| Central Kirkend .. | 19 | | | | |
| Kirkend .. | 19A | } | } | } | } |
| Gopalichuck West .. | 8 | | | | |
| Loyabad .. | 20 | | | | |
| Kankanee .. | 32 | Malkera .. | Bhojudih .. | Bhaga .. | Pathardihi. |

* This siding is at present utilised by the Railway for stabling empties.

(a) This siding is now used by Messrs. K. D. Worah & Co., East Balliery Colliery.

(b) The Central Kharkhari Coal Co., load Coal at a portion of this siding.

| Sidings. | | Stations from which distance to be reckoned for the purpose of apportionment. | | Name of weigh-bridge station where wagons are weighed and invoiced and rates are chargeable from | Station to which goods other than coal to be invoiced for traffic from E. I. Ry. stations <i>via</i> the Exchange. |
|-------------------------------------------|-------|-------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Names. | No. | Downwards, <i>i. e.</i> , in the direction of Adra. | Upwards, <i>i. e.</i> , in the direction of Gomoh. | | |
| Fyzabad-Malkera. | | | | | |
| Layabad Electric Supply and Coke Co.* | 28 | Khanoodih .. | Talgaria .. | Bhaga .. | Katrasgarh. |
| Sijua .. | 24 §§ | Malkera .. | Bhojudih .. | Bhaga .. | Pathardihi. |
| Kankanee .. | 1 | } Malkera .. | Bhojudih .. | Bhaga .. | Pathardihi. |
| Ditto .. | 2 | | | | |
| Ditto .. | 3 | | | | |
| Ditto .. | 4 | | | | |
| Sijua .. | 30 | Malkera .. | Bhojudih .. | Bhaga .. | Pathardihi. |
| Shelatand .. | 18 | } Malkera .. | Bhaga .. | Bhaga .. | Pathardihi. |
| Bhoodruchuck .. | 17 | | | | |
| Kumarjuri .. | 21 | Khanoodih .. | Talgaria .. | Mohuda .. | Katrasgarh. |
| Malkera-Katrasgarh. | | | | | |
| Nowagarh .. | 1 | } Khanoodih .. | Talgaria .. | Mohuda .. | Katrasgarh. |
| Ditto .. | 3 | | | | |
| Public siding off Nowagarh Siding No.1. § | .. | | | | |
| Lakurka .. | 5 | | | | |
| Malkera-Mohuda. | | | | | |
| Dharmaband §§ | 2 | Khanoodih .. | Talgaria | } Mohuda | } Katrasgarh. |
| Ditto § | 5 | Khanoodih .. | Talgaria | | |
| Ditto | 19 | | | | |
| Malkera † | 3 | } Khanoodih .. | Talgaria | | } Katrasgarh. |
| Behmundih .. | 8 | | | | |
| Choitudih .. | 9 | | | | |

§ A siding charge of Re. 0-4-0 per wagon will be levied in addition to the rate chargeable.

* Layabad Electric Supply and Coke Co.'s Siding No. 28 which serves both the Layabad Electric Supply Co. and the Layabad Coke Co., comprises four different lines each having a separate denomination as shown below, serving different purposes as noted against each:—

- (1) Dust Road.—For unloading dust and slack coal for the use of the Coke Co.
- (2) Coke Road.—For loading coke from the Coke Co. and for unloading coal for the use of the Electric Supply Co. and the Sijua (Jheriah) Electric Supply Co.
- (3) Nut Road.—For loading coke from the Coke Co.
- (4) Sulphate Road.—For unloading inward Goods wagons for the Coke Co. and for loading Coal Tar and Sulphate of Ammonia from the Coke Co.

Consignments intended for delivery to the Layabad Coke Co. and to the Electric Supply Co. as also to Sijua (Jheriah) Electric supply Co. should be booked to the "Layabad Electric Supply and Coke Co.'s Siding No. 28" followed by the name of one or other of the above lines as required.

† Coal, Coke and Patent Fuel loaded at Malkera Siding No. 3 are weighed at Choitudih, private Weighbridge installed at this siding.

§§ When consigned to or by the Tata Iron & Steel Co., Ltd.

| Sidings. | | Stations from which distance to be reckoned for the purpose of apportionment. | | Name of weigh-bridge station where wagons are weighed and invoiced and rates are chargeable from | Station to which goods other than coal to be invoiced for traffic from E. I. Ry. stations <i>via</i> the Exchange. | | | | | |
|---------------------------|-----|-------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-------------|--|--|----------|--|
| Names. | No. | Downwards, <i>i. e.</i> , in the direction of Adra. | Upwards, <i>i. e.</i> , in the direction of Gomoh. | | | | | | | |
| Mohuda Station Yard. | | | | | | | | | | |
| Huntoodih .. | 1 | } Khanoodih | Talgaria .. | Mohuda .. | Katrasgarh. | | | | | |
| Puddugora (<i>b</i>) .. | 1 | | | | | | | | | |
| Murulidih Branch. | | | | | | | | | | |
| Murulidih .. | 1 | } Khanoodih .. | Talgaria .. | Mohuda .. | Katrasgarh. | | | | | |
| Ditto .. | 1B | | | | | | | | | |
| Ditto .. | 4 | | | | | | | | | |
| Ditto .. | 6 | | | | | | | | | |
| Ditto .. | 7 | | | | | | | | | |
| Ditto .. | 8 | | | | | | | | | |
| Bhatdih .. | 3 | | | | | | | | | |
| Mohuda-Khanoodih. | | | | | | | | | | |
| Mucheridih .. | 3† | } Khanoodih .. | Talgaria .. | Mohuda .. | Katrasgarh. | | | | | |
| Raneedih .. | 4§§ | | | | | | | | | |
| Peepratand § .. | 2 | } | | | | | | | | |
| Parelgoria .. | 5 | | | | | | | | | |
| Bhojudih-Talgaria. | | | | | | | | | | |
| Pathergada .. | 1 | } Bhaga .. | Bhojudih | } Bhojudih | Pathardihi. | | | | | |
| Sitanalla .. | 1A* | | | | | | | | | |
| Gurgaon .. | 3 | } Talgaria .. | Bhojudih | | | | | | | |
| Sitanalla .. | 4 | | | | | Ditto .. | | | | |
| Amlabad .. | 2 | | | | | | | | Bhaga .. | |
| | | Bhojudih | | | | | | | | |
| Mohuda-Jamuniatand. | | | | | | Jamuniatand | | | | |
| Raneedih* .. | 1 | } Jamuniatand | Jamuniatand | Mohuda .. | Katrasgarh. | | | | | |
| Jamdiah † † .. | 3 | | | | | | | | | |
| Peepratand .. | 8 | | | | | | | | | |
| Pathargoria .. | 11 | | | | | | | | | |
| Bamangora .. | 12 | | | | | | | | | |

† Mr. R. K. Mukherjee, Proprietor, Pathergoria Colliery loads coal at this siding.

* Bhurangya Coal Co. load coal at the Siding.

(b) Messrs. Andrew Yule & Co.'s Huntoodih Colliery loads coal at this siding.

§ This is a public siding. An extra siding charge of Re. 0-4-0 per wagon is levied in addition to the rates chargeable.

§§ This siding is at present utilised by the Railway for stabling empties.

†† Mr. B. D. Lalla, Proprietor, West Bhatgoriya Colliery, load coal at this siding.

‡ Not yet opened.

B. N. Ry.

32(b) The following are the Collieries on the Khanoodih-Katrasgarh Link and the stations from which rates are to be taken from the calculated rate list, when booked to stations on the B. N. Ry. or to stations beyond B. N. Ry. *via* B. N. Ry. Junctions.

These collieries are not connected by any siding.

N. B.—Collieries are responsible for correct labelling of wagons.

| Sidings. | | Stations from which distance to be reckoned for the purpose of apportionment. | | Name of weigh-bridge station where wagons are weighed and invoiced and rates are chargeable from | Station to which goods other than coal to be invoiced for traffic from E. I. Ry. stations <i>via</i> the Exchange. |
|------------------------------------------------------------------------------------|----------|-------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Names. | No. | Downwards, <i>i. e.</i> , in the direction of Adra. | Upwards, <i>i. e.</i> , in the direction of Gomoh. | | |
| West Joyramdih Coal Co. | 1 | Khanoodih | Talgaria | Mohuda | Katrasgarh. |
| Mutukadhari Lal & Sons | 3 | | | | |
| Dumra Coal Co. .. | 4 | | | | |
| Ghana Sham Dass .. | 6 | | | | |
| Sheik Brothers .. | 8 | | | | |
| Ghana Sham Dass Agarwalla. | 9A | | | | |
| Messrs. East Dharmaband Coal Co. | 10 & 10A | | | | |
| New Barwalera Coal Co. | 11 | | | | |
| East Joyramdih Coal Co. | 11A | | | | |
| J. N. Chandra and K. B. Dasi. | 12A | | | | |
| Hari Narain Ram Narain Singh. | 13 | | | | |
| H. N. and R. N. Sinha.. | 14 | | | | |
| J. N. Chandra and K. B. Dasi. | 15 | | | | |
| Domansha Monilal .. | 16 | | | | |
| Shib Charan Busnwal and Sons, Proprietor, Buranwal Coal Co., East Mandra Colliery. | 17 | | | | |
| Dayalji Trivedi & Co. .. | | | | | |
| B. Trigunait .. | 17A | | | | |
| B. K. Bose .. | 18 | | | | |
| Babu Sourindra Kumar Ghose. | 19 | | | | |
| Babu Pankaj Kumar Ghosh. | 20 | | | | |
| Ram Prakasswar Ram .. | 21 | | | | |
| Behar Aryan Coal Co. .. | 22 | | | | |
| Messrs. Hari Narain Ram Narain Singh. | 22A | | | | |
| C. A. Forbes & Co. .. | 22-A/1 | | | | |
| East Dharmaband .. | 23 | | | | |
| Messrs. D. N. Chandra and K. B. Dassi. | 29 | | | | |
| B. Trigunait .. | 29/1 | | | | |
| Upper Mandra Colliery | 30 | | | | |
| S. C. Gorai & Bros. .. | 34 | | | | |
| K. B. Chandra & others | 36B | | | | |
| Sitaram Coal Co. .. | 38 | | | | |
| South Bahaldih Coal Co. | 43 | | | | |
| East Lotepahari Coal Co. | 45 | | | | |
| Sahanlal Sugan Chand | 46 | | | | |
| B. N. Mondal .. | 47 | | | | |
| West Phularitand Coal Co. of Messrs. K. Warah & Co. | 57 | | | | |
| Damansha Mondal .. | 59 | | | | |
| G. C. Bhattacharjee .. | 16 | | | | |
| Ghanshyam Dass Agarwala. | 26&27 | | | | |
| | 28 | | | | |

B. N. Ry.

32(c) List of Colliery Sidings in the Bokharo-Jharia Coal Field (between Jamuniatand and Chandrapura) :—

| Name of Siding. | No. | Situation. | Rate chargeable. | Station from which invoices are issued. | Station to which goods other than coal to be invoiced. |
|-----------------------------------|-----|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------------------------|
| Bokharo-Jharia Coal Field. | | | | | |
| Karmatand .. | 4 | Between Jamuniatand and Chandrapura. | On the actual distance from Chandrapura when booked in the direction of Jamuniatand and from Jamuniatand when booked in the direction of Chandrapura. | Mohuda .. | Katrasgarh. |
| Ramgarh-Jharia (a) .. | 5/1 | Ditto .. | | | |
| Doogha Siding * .. | 3 | Ditto .. | | | |
| Bokharo Jharia Branch. | 1 | Ditto .. | | | |
| | 2 | Ditto .. | | | |
| | 3 | Ditto .. | | | |
| Bokharo Jharia Siding | 6 | Ditto .. | | | |

* A siding charge of Re. 0-4-0 per wagon is leviable in addition to the rates chargeable.

(a) Messrs. Virji Ranchhod Thacker and Bhagwanji Ramchhod Thacker load Coal at this Siding.

32(d) List of Collieries to whom loading accommodation has been granted in the Jamuniatand station Yard :—

(i) The Sudreadih Coal Co., Sudreadih Colliery, Proprietor, Pandit Omprakash.

B. N. Ry.

33. Names of Bengal-Nagpur Railway Colliery Sidings in the Jherriah Coal Field shewing the routes by which loaded coal wagons to be sent to E. I. Ry. for despatch of coal traffic *via* the Exchange Links, when required to :—

| Colliery sidings. | | Route by which loaded coal wagons to be sent by the B.N. Ry. to the E.I. Ry. for despatch <i>via</i> the Exchange. | Colliery sidings. | | Route by which loaded coal wagons to be sent by the B. N. Ry. to the E. I. Ry. for despatch <i>via</i> the Exchange. |
|------------------------------|------------|--------------------------------------------------------------------------------------------------------------------|--------------------|--------------|----------------------------------------------------------------------------------------------------------------------|
| Names. | No. | | Names. | No. | |
| 2 | 3 | 5 | 2 | 3 | 5 |
| Muccadum .. | 1 | <i>Via</i> Bhojudih | Gopalichuk West .. | 8 | <i>Via</i> Bhaga. |
| Ditto .. | 2 | " | Loyabad .. | 20 | " |
| Chasnala .. | 4A | " | Kankanee .. | 32 | " |
| Ditto .. | 4 & 4C | " | Bhelatand .. | 18 | " |
| Ditto .. | 4B | " | Bhoodruchuck .. | 17 | " |
| Sudamdih .. | 3A | " | Kumarjori .. | 21 | <i>Via</i> Malkera. |
| Ditto .. | 7 | " | Nowagarh .. | 1 & 3 | " |
| Sudamdih North | 3 | " | Public siding off | .. | " |
| Chhataland .. | .. | " | Nowagarh Siding | | |
| Sutildih .. | 6 | " | No. 1. | | |
| Swardih .. | 2 | " | Malkera .. | 3 | " |
| Bhowra .. | 2 to 6 | " | Behmundih .. | 8 | " |
| Ditto .. | 5A | " | Lakurka .. | 5 | " |
| Bhowra Bye-Products and Coke | 16 | " | Dharmaband .. | 2 | " |
| Ovens Siding (Coke Ovens.) | | | Ditto .. | 4 | " |
| Mohalban .. | 11 | " | Ditto .. | 6 | " |
| Jamadoba .. | 2 & 2A | <i>Via</i> Bhaga | Ditto .. | 4A | " |
| Ditto .. | 6, 6A & 6B | " | Ditto .. | 5 | " |
| Noonoodih .. | 3, 3A & 18 | " | Ditto .. | 19 | " |
| Bhutgoria .. | 5 | " | Choitodih .. | 9 | " |
| Bhutgoria .. | 5/1 | " | Sijua .. | 24 | <i>Via</i> Malkera & Bhaga |
| Kendwadih .. | 7 | " | Ditto .. | 30 | <i>Via</i> Bhojudih |
| Bhagaband .. | 9, 10 & 17 | " | Jorapukur .. | 12 | " |
| Jardine's Balliari .. | 2 | " | Ditto .. | 12C | " |
| Pootkee .. | 16 & 16A | " | Jeetpur .. | 15 | <i>Via</i> Malkera. |
| Balliari .. | 11 | " | Raneedih .. | 1 | " |
| Ditto .. | 13 & 14 | " | Jamdiah .. | 3 | " |
| Standard .. | 3 & 3A | " | Pathargoria .. | 11 | " |
| Ditto .. | 4 | " | Huntoodih .. | 1 | " |
| Hurriladih .. | 2 | " | Bamangora .. | 12 | " |
| Bhalgora .. | 22 | " | Loyabad Electric | 28 | <i>Via</i> Bhaga. |
| Kanga .. | 1 | " | Supply and Coke | | |
| Burragarh .. | 1A & 1B | " | Co.'s Siding. | | |
| Burragarh .. | 1C | " | Kankanee .. | 1, 2, 3 & 4. | " |
| Gopalichuk .. | 16 | " | Murulidih .. | 1, 1B, 1C, | <i>Via</i> Malkera. |
| Simlabahal .. | 5A | " | | 4, 6, 7 & 8 | |
| Kilburna Kustore | 7 & 7A | " | Bhatdih .. | 3 & 3A | " |
| Jardine's Balliari .. | 1 | " | Mucheridih .. | 3 | " |
| Marine .. | 23 | " | Parelgoria .. | 5 | " |
| Putaba .. | 11 | " | Raneedih .. | 4 | " |
| Ditto .. | 12 | " | Peepratand .. | 8 | " |
| Ditto .. | 13 | " | Pepratand .. | 2 | " |
| Central Kirkend .. | 19 | " | Pathargada .. | 1 | <i>Via</i> Bhojudih. |
| Kirkend .. | 19A | " | Sitanala .. | 1A & 4 | " |
| | | | Sowardih .. | 9 | " |
| | | | Amlabad .. | 2 | " |
| | | | Gurgaon .. | 3 | " |

B. N. Ry.

34. (a) List of Colliery Sidings in the Talcher and Pench Valley Coal Fields :—

| Name of siding. | No. | Situation. | Rate for charge. | Invoices made out at. |
|---------------------------------------------|-----|--------------------------------|------------------------------|-----------------------|
| Pench Valley Coal Field | | | | |
| Assisted siding (a) .. | 4 | At Barkuhi | Same rate as from Khirsadoh. | Khirsadoh. |
| Chandameta Coal Siding (a). | .. | 4 miles beyond Khirsadoh | | |
| Public Coal Siding (a) .. | 5 | At Barkuhi | | |
| Shaw Wallace Assisted Siding (a). | 4 | Ditto | | |
| Barkuhi Siding (a) .. | 7 | Between Khirsadoh and Barkuhi. | | |
| East Barkuhi Collieries § (a) | 8 | Ditto | | |
| East Barkuhi Colliery Siding.* | 9 | Ditto | | |
| Assisted Siding for Rai Saheb H. Verma (a). | .. | Between Khirsadoh and Parasia. | | |
| Talcher Coal Field. | | | | |
| M. & S. M. Ry. Colliery Siding. | .. | At Talcher | Same rate as from Talcher. | Talcher. |
| Messrs. Villiers, Ltd. Colliery Siding. | .. | At Talcher | | |
| B. N. Ry. Colliery Siding .. | .. | Ditto | | |

§ In the case of booking from East Barkuhi Colliery the transshipment charge of Re. 0-6-1 per ton at Parasia will not be levied if the transshipment work involved in booking *via* Parasia is done by the Proprietor. The transshipment is at present done by the Proprietor).

(a) The rate from B. N. Ry's Pench Valley Collieries to *via* Parasia is Re. 0-13-0 per ton plus the transshipment charge of Re. 0-6-10 per ton at Parasia. The 12½ per cent. surcharge of the total freight charges is leviable in addition as notified in paragraph 4, page 451.

* Not yet opened.

(b) **Barkuhi station.**—Coal, coke and patent fuel booked from Barkuhi station are charged on the distance from Khirsadoh and are invoiced at Khirsadoh.

(c) **List of Colliery Sidings at Messrs. Rewa Coal Fields Ltd., Burhar.**—The charge on coal, coke, and patent fuel booked from Siding situated between Anuppur and Burhar is the same as from Burhar. Invoices are issued from Burhar with the remark "Loaded at Messrs. Rewa Coalfields Ltd., Siding."

B. N. Ry.

35. List of Colliery Sidings on the Chaurashi Colliery Branch Line :—

N.B.—Collieries are responsible for correct labelling of wagons.

| Sidings. | | Situation. | Rates chargeable from. | Name of weigh bridge stations where wagons are weighed and invoiced. |
|----------------------|-----|-------------------------|------------------------|----------------------------------------------------------------------|
| Name. | No. | | | |
| | | Chaurashi field. | | |
| Chaurashi .. | 1 | Chaurashi Branch | Chaurashi .. | Chaurashi. |
| Ditto .. | 3 | " " | " " | " |
| Ditto .. | 4 | " " | " " | " |
| Ditto .. | 5 | " " | " " | " |
| Saltore .. | 8 | " " | " " | " |
| Ranipur .. | 11 | " " | " " | " |
| Deoli .. | 9 | " " | " " | " |
| Parbelia Assisted .. | 10 | " " | " " | " |
| Neetoria * | .. | " " | " " | Damodar. |

* Closed.

(a) List of Colliery Sidings on the Sanctoria (Radhanagar) Colliery Branch Line :—

N.B.—Collieries are responsible for correct labelling of wagons.

| Sidings. | | Situation. | Rates chargeable from | Name of weigh bridge stations where wagons are weighed and invoiced. |
|-----------------------|---------|--------------------------|-----------------------|----------------------------------------------------------------------|
| Name. | No. | | | |
| | | Aldih Branch. | | |
| Aldih .. | 1 | Aldih .. | Radhanagar .. | Radhanagar. |
| Ditto .. | 2 | " " | " " | " |
| Bejdih .. | .. | " " | " " | " |
| | | Sanctoria Branch. | | |
| Sodepur .. | 2 | Sanctoria Branch | Radhanagar .. | Radhanagar. |
| Sodepur (9 & 10 pits) | 11 | " " | " " | " |
| Chotadhemo .. | 3 | " " | " " | " |
| Dishergarh .. | 6 | " " | " " | " |
| Ditto .. | 6B | " " | " " | " |
| Ditto .. | 6D | " " | " " | " |
| Sanctoria .. | 8 | " " | " " | " |
| Hatnal* .. | 8D | " " | " " | " |
| Seetalpore .. | 10 | " " | " " | " |
| Bharatchuck Siding† | Spur .. | " " | " " | " |
| Patmohna .. | .. | " " | " " | " |
| Mothani .. | .. | " " | " " | " |

* Not yet opened.

† Takes off Patmohna siding.

B. N. Railway

36. **Colliery Sidings on C. I. C. Ry. (Anuppur-Chirmiri-Section).**—The following is a list of the Colliery Sidings situated on the Anuppur-Chirmiri Section of the C. I. C. Ry. :—

| Sidings. | Situation. | Rates chargeable from. | Station at which traffic is invoiced. |
|-----------------------|--------------------|------------------------|---------------------------------------|
| Chirmiri Siding .. | At Chirmiri .. | Chirmiri .. | Chirmiri Siding. |
| Jhagrakhand Siding .. | At Manendragarh .. | Manendragarh .. | Manendragarh. |

The scale of charges for coal, coke and patent fuel booked from these sidings is the same as from the Jherriah Coal Field. The C. I. C. Ry. terminal charge of Re. 0-4-0 per ton at the forwarding end is leviable on coal, coke and patent fuel booked from these sidings.

37. **Himgir Rampur Coal Company's Assisted Siding.**—The Assisted Siding between Ib and Belpahar is open for Coal traffic.

The scale of charges for coal, coke and Patent Fuel booked from this siding is the same as for coal from the Jherriah Coal Field.

The charges in Upward booking, *i.e.*, in the direction of Bilaspur is made as from Ib and in Downward booking, *i.e.*, in the direction of Jharsuguda, as from Belpahar.

All consignments of coal loaded at this siding are weighed at Bilaspur when booked in the Up direction and at Chakardharpur when booked in the Down direction and invoices are issued at Ib station.

38. **Names of E. I. Ry. Colliery Sidings in the Jherriah Coal Field** showing the routes by which loaded Coal wagons to be sent to the B. N. Railway for despatch of coal traffic *via* the Exchange links, when required to :—

| Name of Sidings. | Route by which loaded Coal wagons to be sent by the E. I. Ry. to the B. N. Ry. for despatch <i>via</i> the Exchange. | Name of Sidings. | Route by which loaded Coal wagons to be sent by the E. I. Ry. to the B. N. Ry. for despatch <i>via</i> the Exchange. |
|---------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Katrasgarh Branch. | | Katrasgarh Branch.— (Contd.) | |
| Kusunda Nayadee and Kusunda Nayadee Spur Sidings. | Pathardihi. | Chandore Loop .. | Pathardihi. |
| Godhar old and Godhar Extn. and Godhar New. | | Busserya Nos. 1, 2, 3, 4 & 5 .. | |
| West Godhar Loop .. | | Pure Kusunda .. | |
| West Godhar North Spur and South Spur. | | Bansdeopur Nos. 1 & 2 .. | |
| Central Alkusa .. | | Nichitpur .. | |
| South Dhariajoba .. | | Ekra Khas Nos. 1 Extn. and 2, 3, 4, 5 & 6. | |
| North Dhariajoba .. | | Ekra Spur .. | |
| Nuktitar .. | | Gareria Nos. 1, 2 & 3 .. | |
| Chandore Spur .. | | Loyabad Nos. 1 & 3 .. | |
| Chota Bowa Joint .. | | Bansjorah North and South .. | |
| | | Sendra Nos. 1, 2 & 4 .. | |
| | | Sendra North .. | |

| Name of Sidings. | Route by which loaded Coal [wagons to be sent by the E. I. Ry. to the B. N. Ry. for despatch via the Exchange. | Name of Sidings. | Route by which loaded Coal wagons to be sent by the E. I. Ry. to the B. N. Ry. for despatch via the Exchange. |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Katrasgarh Branch.— (Concl'd.) | | Katras Khanoodih Extn.—(Cont'd.) | |
| Jogta | Pathardihi. | Toondoo South | } |
| Moodidih North | Katrasgarh. | North Toondoo | |
| Sijua Southern Alignment— South Mudidih | Pathardihi. .. | Khas Toondoo | } |
| Tettulmoodih Nos. 2, 3 & 4 .. | Katrasgarh. | Maheshpur Nos. 1 & 2 .. | |
| Bhoodroochuck | } | Kesurgurrah Nos. 1 and 2 .. | } |
| Angarpathra Nos. 1, 2, 3 & 4 .. | | Jamuni Main | |
| Angarpathra Khas | | Jamuni No. 1 | |
| New Kantapahari | | Benidih Nos. 1 & 2 | |
| Kantapahari Extn. | | Sonardih & Extn. | |
| Sijua New Alignment— | | Buddora and Extn and Buddora Spur and Extn. | |
| Union Nos. 1, 2 & 3. | | K. K. Extension | |
| New Gazlitan | | Matigara No. 1 | |
| New Katras | } | Matigara Nos. 2 & 3 | |
| Khas Gobindpur | | Lakurka Nos. 1 & 2 | |
| Katri Branch. | | Issabella No. 1 | |
| Katri Nos. 1, 2, 3 & 4 .. | Katrasgarh. | Nudkhurku Nos. 1, 2 & 3 .. | |
| Dhanbad Jherriah Chord. | | Katrasgarh Oil Siding | |
| Bharacotta Joint Siding .. | } | Katrasgarh Station Siding .. | |
| Ganhooih Assisted Siding .. | | Khoira Branch. | |
| Dhansar | | Upper Khoira | } |
| Dobari No. 3 | | Kendwadih No. 3 | |
| Katras Khanoodih Extn— | | Lower Khoira Loop 2 | } |
| Nowagarh Nos. 2, 3, & 4 .. | } | Bulliaree | |
| Akaskanaree | | Bulliari Extension | |
| Tetturia South & Extn. .. | | Bararee Coke Ovens | |
| West Titturia South | | Bararee Bye-Product. | |
| Tetturia North | | Kirkend Branch. | |
| Choytoodih | } | Motiram Kirkend South, Kir- kend North and Extension. .. | } |
| Phularitand Nos. 1 & 2 .. | | Kirkend South | |
| Tentulia North and South .. | | Central Kirkend North and South | |
| Govindgarh North Nos. 1 & 2 | | Chandra Nos. 1, 2 & 3 | |
| Govindgarh South Nos. 1 & 2 | | Motiram Kirkend North Kir- kend | |
| | | New Marine | |

| Name of Sidings. | Route by which loaded Coal wagons to be sent by the E. I. Ry. to the B. N. Ry. for despatch <i>via</i> the Exchange. | Name of Sidings. | Route by which loaded Coal wagons to be sent by the E. I. Ry. to the B. N. Ry. for despatch <i>via</i> the Exchange. |
|---------------------------------------|----------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Damuda Branch. | | Suratar Branch. | |
| Kendwadih No. 2 .. | } Pathardihi. | Suratar | } Pathardihi. |
| Gonshadih Nos. 1 & 2 .. | | Phularibad | |
| Nayadih Nos. 1, 2 & 3 .. | | Upper Lodna | |
| Kusunda Nayadee Nos. 1 & 2 .. | | Sooratand | |
| Kusunda New | | Kalithan | |
| Bhuggatdih Nos. 1, 3, 4 & 5 .. | | Standard Suratar A and B .. | |
| Ena East | | Jennagurrah Branch. | |
| Ena South and North .. | | Bcear | } Pathardihi. |
| Dobari No. 1 & Dobari No. 1 Extn. .. | | Jennagurrah Nos. 1, 2, and 4. .. | |
| Bastacolla | | Upper Jennagurrah | |
| Dobari No. 2 | Jennagurrah West | | |
| Pure Jherriah's Dobari No. 2 Extn. .. | New Joyrampur | | |
| Gopalichuck Branch. | | Lower Joyrampur | } Pathardihi. |
| Gopalichuck Siding | Khas Joyrampur | | |
| Simalbahal | Joyrampur No. 2 | | |
| North West | Lukshmi West and Extn. .. | | |
| Bhalgora Siding | Tasra Branch. | | |
| Bhalgora B, C & D | Tasra | } Pathardihi. | |
| Khas Jherriah Nos. 1 and 2 .. | Phoenix | | |
| Pathardihi Branch. | | Bhaga Branch. | |
| Niluripathra | } Pathardihi. | Lodna Nos. 2, 3, 5 & 6 .. | } Pathardihi. |
| Fatehpur North and South .. | | Lodna Coke Plant Nos. 1 and 2 .. | |
| Fatehpur Central | | North Jealgorah | |
| New Fatehpur | | Jennagora Goluckdih Branch. | |
| East Fatehpur | | Goluckdih Nos. 1, 2, 3 and 4 .. | } Pathardihi. |
| Busra | Bagdigi Kujama | | |
| Kujama | Jennagora Goluckdih Joint Nos. 10 & 11. .. | | |
| Lodna Nos. 1 & 4 | Jennagurrah-Goluckdih Nos. 5, 6, 7, 8, 10A, 12, 13, 14, 15, 16, 17, 18, 20, 22, 23, 19 & 9 Joint. .. | | |
| Noonoodih | East Busra | | |
| Madhuban Nos. 1 & 2 .. | Central Kujama East | | |
| Central Jherriah | Kujama West Joint | | |
| Bagdigi West & East | Kujama East | | |
| New Barari | Ganhoodih West | | |
| Mehta | Busra West Joint | | |
| Joyrampur | Central Kujama West | | |
| Joyrampur North and South .. | | | |
| South Bararee | | | |
| Jealgorah | | | |
| Jealgorah East | | | |
| Bhulanbararee | | | |
| Pathardihi | | | |

B. N. Railway

39. The following are the special rates per ton for coal, coke and patent fuel for the Public and also for the use of Foreign Railways at **Owner's risk**, in full wagon loads, L., from the B. N. Ry. Colliery sidings in the Jherriah Coalfield to Howrah, etc., *via* Asansol.

| From | No. | Howrah, Shalimar station, Ramkristopore Siding, Ramkristopore Ghat, Cowis Ghat, Sealdah, Chitpur and <i>via</i> Ultadanga, Cossipore Road (E. B.) and Kidderpore Docks (<i>via</i> Asansol). | Station from which chargeable. |
|------------------------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| | | Rs. As. P. | |
| Muccadum | 1 | | |
| Ditto | 2 | | |
| Chasnala | 4A | | |
| Ditto | 4B | | |
| Ditto | 4 & 4C | | |
| Sudamdih North | 3 | | |
| Sudamdih | 3A | | |
| Ditto | 7 | | |
| Sutikdih | 6 | | |
| Swardih | 2 | | |
| Ditto | 9 | 4 8 6 | Bhaga. |
| Chhataland | .. | | |
| Bhowra | 2 | | |
| Ditto | 3 | | |
| Ditto | 4 | | |
| Ditto | 5 | | |
| Ditto | 5A | | |
| Ditto | 6 | | |
| Bhowra Bye-products and Coke | 16 | | |
| Ovens. | | | |
| Mahulbani | 11 | | |
| Jorapukur | 12 | | |
| Ditto | 12C | | |
| Jeetpur | 15 | | |
| Standard | 3 & 3A | | |
| Jamadoba | 2 & 2A | | |
| Noonoodih | 3 | | |
| Ditto | 3A | | |
| Ditto | 18 | | |
| Bhutgoria | 5 | | |
| Nendwadih | 7 | | Malkers. |
| Bhagaband | 9 & 10 | | |
| Jardine's Balliari | 2 | | |
| Pootkee | 16 | | |
| Ditto | 16A | | |
| Balliari | 11 | | |
| Ditto | 13 | | |
| Balliari | 14 | | |
| Jamadoba | 6 | | |
| Ditto | 6A | | |
| Ditto | 6B | | |
| Standard | 4 | | |
| Hurriladih | 2 | | |

Note.—These rates include the forwarding and receiving end terminal charges of Re. 0-8-6 per ton.

The proportions of the above rates are shown in paragraph 40.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges should be levied in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| From | No. | Howrah, Shalimar station, Ramkristopore Siding, Ramkristopore Ghat, Cowis Ghat, Sealdah, Chitpur and via Ultadanga, Cossipore Road (E. B.) and Kidderpore Docks (via Asansol). | Station from which chargeable. |
|-----------------------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| | | Rs. As. P. | |
| Bhalgora | 2 | | |
| Khanga No. 1 .. | 1 | | |
| Burragarh | 1A | | |
| Ditto | 1B | | |
| Ditto | 1C | | |
| Ditto | 1D | | |
| Gopalichuck .. | 16 | | |
| Simlabahal | 5 | | |
| Ditto | 5A | | |
| Kilburn's Kustore .. | 7 | | |
| Ditto | 7A | 4 8 6 | Malkera. |
| Jardine's Balliari .. | 1 | | |
| Marine | 23 | | |
| Putaha | 11 | | |
| Ditto | 12 | | |
| Central Kirkend .. | 19 | | |
| Kirkend | 19A | | |
| Gopalichuck West .. | 8 | | |
| Loyabad | 20 | | |
| Kankanee | 32 | | |
| Bhelatand | 18 | | |
| Dharmaband | 4A | | |
| Kumarjuri | 21 | | |
| Nowagarh | 1 | | |
| Ditto | 3 | | |
| Lakurka | 5 | | |
| Dharmaband | 2 | | |
| Ditto | 4 | | |
| Dharmaband | 6 | | |
| Ditto §§ | 5 | | |
| Ditto | 19 | | |
| Sijua | 24 | | |
| Ditto | 30 | | |
| Choitudih | 9 | | |
| Behmundi | 8 | | |
| Malkera | 3 | | |
| Dharmaband | 4A | | |
| Bhelatand | 18 | | |
| Bhoodruchuck | 17 | | |
| Raneedih | 1 | | |
| Koradih | 2 | | |
| Jamadia | 3 | | |
| Peeprāstand | 11 | | |
| Pathargoria | 12 | | |
| Bamangora | 12 | | |
| | | 4 8 6 | Jamuniatand. |

Note.—These rates include the forwarding and receiving end terminal charges of Re. 0-8-6 per ton.

The proportions of the above rates are shown in paragraph 40.

§§ See note § against this siding on page 470.

N.B.—For surcharge leviable in addition, see notes (f) and (ii) under "N.B." at page 480.

B N. Railway

| From | No. | Howrah, Shalimar station, Ramkrishnapore Siding, Ramkrishnapore Ghat, Cowis Ghat, Sealdah, Chitpur and via Ultadanga, Cossipore Road (E. B.) and Kidderpore Docks (via Asansol). | Station from which chargeable. |
|------------------------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| | | Rs. As. P. | |
| Puddogora | 1 | } 4 8 6 | Khanoodih. |
| Huntoodih | 1 | | |
| Loyabad Electric Supply & Coke Co. | 28* | | |
| Muralidih | 6 | | |
| Ditto | 1 | | |
| Ditto | 1B | | |
| Ditto | 1C | | |
| Ditto | 7 | | |
| Ditto | 4 | | |
| Ditto | 8 | | |
| Bhatdih | 3 | } 4 8 6 | Talgaria. |
| Ditto | 3A | | |
| Singra | 5 | | |
| Muchiridih | 3 | | |
| Parelgoria | 5 | | |
| Raneedih | 4 | | |
| Peeparatand § | 2 | | |
| Sitanala | 1A | | |
| Gurgaon | 3 | | |
| Amlabad | 2 | } 4 8 6 | Bhaga. |
| Sathergada | 1 | | |

Note.—These rates include the forwarding and receiving end terminal charges of Re. 0-8-6 per ton.

The proportions of the above rates are shewn in paragraph 40.

§ See note § against this siding on page 471. *See note * against this siding on page 470

40. The following are the proportions and through rates per ton for coal, coke and patent fuel for the Public and for the use of Foreign Railways at owner's risk, in wagon loads, from B. N. Ry. Colliery stations to Howrah, *via* Asansol:—

| Station from | Station to | Rate per ton. Proportions. | | | Route. |
|------------------------------|------------|----------------------------|-----------|-----------|--------------|
| | | BN | EI | Total | |
| | | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Bhaga | Howrah | 1 6 1 | 3 2 5 | } 4 8 6 | Via Asansol. |
| Bhojudih | | 1 4 3 | 3 4 3 | | |
| Malkera | | 1 8 3 | 3 0 3 | | |
| Mohuda | | 1 7 9 | 3 0 9 | | |
| Talgaria | | 1 6 1 | 3 2 5 | | |
| Khanoodih | | 1 9 1 | 2 15 5 | | |
| Jamuniatand | | 1 8 11 | 2 15 7 | | |
| Chaurashi | | 0 13 1 | 3 4 5 | | |
| Radhanagar | | 0 12 7 | 3 1 11 | | |
| Himgir Rampur Colliery (Ib). | | 4 3 2 | 2 4 4 | | |

Note.—The through rates include the forwarding and receiving end terminal charges of Re. 0-8-6 per ton.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N R" at page 480.

B. N. Railway

41. Table of rates per ton for coal, coke and patent fuel for the Public in full wagon loads, O. R., L., from Bermo and Barka Kana (Sirka Colliery) to the under-mentioned stations on the B. N. Ry.

| To | From Bermo. | | | Route |
|-----------------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------------------|
| | Proportions. | | | |
| | EI | BN | Total rate | |
| | Per ton. Rs. a. p. | Per ton. Rs. a. p. | Per ton. Rs. a. p. | |
| <i>B. N. Ry. Calcutta stations—</i> | | | | |
| Shalimar | } 0 10 11 | 4 0 7 | 4 11 6 | } <i>Via</i> Chandra- pura. |
| Kidderpore Docks | | | | |
| Calcutta (Garden Reach) | | | | |
| Santragachi† | 0 11 5 | 4 0 1 | 4 11 6 | |
| Andul† | 0 11 7 | 3 15 11 | 4 11 6 | |
| Sankrail† | 0 11 8 | 3 15 10 | 4 11 6 | |
| Nalpur† | 0 11 8 | 3 15 10 | 4 11 6 | |
| Bauria† | 0 11 10 | 3 15 8 | 4 11 6 | |
| Chengali (for traffic to Ludlow Sid- ing)† | 0 11 10 | 3 15 8 | 4 11 6 | |
| Fort Gloster† | 0 11 9 | 3 15 9 | 4 11 6 | |
| Fuleshwar† | 0 11 11 | 3 15 7 | 4 11 6 | |
| Kolaghat (Goods) | 0 12 3 | 3 15 3 | 4 11 6 | |
| Bagnan | 0 12 3 | 3 15 3 | 4 11 6 | |
| Bhogpur | 0 12 9 | 3 14 9 | 4 11 6 | |
| Kulgachia | 0 12 1 | 3 15 5 | 4 11 6 | |
| Machada | 0 12 7 | 3 14 11 | 4 11 6 | |
| Ulubaria | 0 12 0 | 3 15 6 | 4 11 6 | |

| To | From Barka Kana (Sirka Colliery). | | | Route. |
|------------------------------------------------------|-----------------------------------|-----------------------|-----------------------|----------------------------|
| | Proportions. | | | |
| | EI | BN | Total rate | |
| | Per ton. Rs. a. p. | Per ton. Rs. a. p. | Per ton. Rs. a. p. | |
| <i>B. N. Ry. Calcutta stations—</i> | | | | |
| Shalimar | } 0 10 10 | 4 8 8 | 5 3 6 | } <i>Via</i> BarkaKana. |
| Kidderpore Docks | | | | |
| Calcutta (Garden Reach) | | | | |
| Santragachi† | 0 11 4 | 4 8 2 | 5 3 6 | |
| Andul† | 0 11 5 | 4 8 1 | 5 3 6 | |
| Sankrail† | 0 11 6 | 4 8 0 | 5 3 6 | |
| Nalpur† | 0 11 6 | 4 8 0 | 5 3 6 | |
| Bauria† | 0 11 7 | 4 7 11 | 5 3 6 | |
| Chengali (for traffic to Ludlow Sid- ing).† | 0 11 8 | 4 7 10 | 5 3 6 | |
| Fort Gloster† | 0 11 7 | 4 7 11 | 5 3 6 | |
| Fuleshwar† | 0 11 8 | 4 7 10 | 5 3 6 | |
| Kolaghat (Goods) | 0 12 0 | 4 7 6 | 5 3 6 | |
| Bagnan | 0 12 0 | 4 7 6 | 5 3 6 | |
| Bhogpur .. .. | ..... | ..... | ..... |  |
| Kulgachia | 0 11 11 | 4 7 7 | 5 3 6 | |
| Machada | 0 12 3 | 4 7 3 | 5 3 6 | |
| Ulubaria | 0 11 9 | 4 7 9 | 5 3 6 | |

† In booking to the Mills served by these stations, the usual siding charge must be levied in addition.

‡ In booking to the Ludlow Siding, the usual siding charge must be levied in addition.

Note.—The total rates include the forwarding and receiving end terminal charges of Rs. 0-8-6 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under N. B. at page 480.

B. N. Railway

41. Table of through rates per ton for Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways at owner's risk, in full wagon loads, from East Indian Railway Colliery stations in the Jherriah field to certain stations on the Bengal Nagpur Railway:—

| To Station | From Kusunda, Jherriah, Pathardihi and Katrasgarh | Route | To Station | From Kusunda, Jherriah, Pathardihi and Katrasgarh | Route |
|---------------------|---------------------------------------------------|-----------------|---------------------|---------------------------------------------------|-----------------|
| | Rate per ton | | | Rate per ton | |
| | Rs. a. p. | | | Rs. a. p. | |
| Shalimar* .. | 4 8 6 | Via Asan-sol. | Chandil .. | 2 6 0 | Via Asan-sol. |
| Deulti .. | 4 6 0 | | Kandra .. | 2 8 0 | |
| Machada .. | 4 3 0 | | Benapur .. | 3 10 0 | |
| Bhogpur .. | 4 3 0 | | Narayangarh .. | 3 12 0 | |
| Panchkura .. | 4 1 0 | | Contai Road .. | 3 15 0 | |
| Haur .. | 3 15 0 | | Nekurseni .. | 4 1 0 | |
| Rallichuck .. | 3 12 0 | | Dantan .. | 4 3 0 | |
| Madpur .. | 3 10 0 | | Lakshannath Road .. | 4 6 0 | |
| Midnapur .. | 3 3 0 | | Amarda Road .. | 4 10 0 | |
| Godapeasal .. | 3 1 0 | | Basta .. | 4 12 0 | |
| Salboni .. | 2 15 0 | | Rupsa .. | 4 15 0 | |
| Chandrakona Road .. | 2 13 0 | | Haldipada .. | 4 15 0 | |
| Garbeta .. | 2 8 0 | | Balasore .. | 5 1 0 | |
| Piardoba .. | 2 6 0 | | Khantapara .. | 5 5 0 | |
| Vishnupur .. | 2 4 0 | | Bahanaga Bazar .. | 5 5 0 | |
| Ondagram .. | 1 15 0 | | Soro .. | 5 8 0 | |
| Bheduasole .. | 1 13 0 | | Markona .. | 5 10 0 | |
| Chhatna .. | 1 8 0 | | Bhadrak .. | 5 12 0 | |
| Jhantipahari .. | 1 6 0 | | Keonjhar Road .. | 5 15 0 | |
| Indrabail .. | 1 4 0 | | Kenduapada .. | 6 1 0 | |
| Adra .. | 0 15 0 | Via Asan-sol. | Manjuri Road .. | 6 1 0 | Via Asan-sol. |
| Bero .. | 1 1 0 | | Baitarani Road .. | 6 3 0 | |
| Ramkanali .. | 1 4 0 | | Jajpur Road .. | 6 5 0 | |
| Chaurashi .. | 1 6 0 | | Jenapur .. | 6 5 0 | |
| Muradi .. | 1 4 0 | | Garh-Madhupur .. | 6 5 0 | |
| Madhu Kunda .. | 1 6 0 | | Haridaspur .. | 6 5 0 | |
| Damodar .. | 1 8 0 | | Dhanmandal .. | 6 5 0 | |
| Radhanagar .. | 1 10 0 | | Byree .. | 6 5 0 | |
| Anara .. | 1 4 0 | | Kapilas Road .. | 6 5 0 | |
| Garh Dhuleswar .. | 1 1 0 | Via Barka-kana. | Barang .. | 6 5 0 | Via Barka-kana. |
| Bagalia .. | 1 4 0 | | Bhubaneswar .. | 6 5 0 | |
| Kustaur .. | 1 6 0 | | Khandgiri .. | 6 5 0 | |
| Purulia .. | 1 8 0 | | Khurda Road .. | 6 5 0 | |
| Tamna .. | 1 10 0 | | Delang .. | 6 5 0 | |
| Kantadih .. | 1 13 0 | | Sakhigopal .. | 6 5 0 | |
| Barahabhum .. | 2 1 0 | | Malatipatpur .. | 6 5 0 | |
| Nimdi .. | 2 4 0 | | Kaipadar Road .. | 6 5 0 | |
| Parkidi .. | 2 8 0 | | Tapang .. | 6 5 0 | |
| Tiruldih .. | 2 13 0 | Via Barka-kana. | Nirakarpur .. | 6 5 0 | Via Barka-kana. |
| Suisa .. | 2 15 0 | | Bhusandpur .. | 6 5 0 | |
| Torang .. | 3 1 0 | | Kalupara Ghat .. | 6 5 0 | |
| Muri .. | 2 12 10 | | Gangadharpur .. | 6 5 0 | |
| Sondimra .. | 2 13 0 | | Balugan .. | 6 5 0 | |
| Kamta .. | 2 10 0 | | Kalikota .. | 6 5 0 | |
| Mael .. | 2 6 0 | | Rambha .. | 6 5 0 | |
| Bijulia .. | 2 8 0 | | Humma .. | 6 8 0 | |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, and the B. N. Railway terminal charge of Re. 0-2-0 per ton excepting in the case of Shalimar.

* These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the B. N. Railway extra charge of Re. 0-4-6 per ton leviable on Coal, Coke and Patent fuel at the receiving end.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge should be levied in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

B. N. Railway

| To Station | From Kusunda, Jherriah, Pathardihi and Katrasgarh | Route | To Station | From Kusunda, Jherriah, Pathardihi and Katrasgarh | Route |
|------------------------|---------------------------------------------------|---------------|-------------------|---------------------------------------------------|---------------|
| | Rate per ton | | | Rate per ton | |
| | Rs. a. p. | | | Rs. a. p. | |
| Ganjam .. | 6 8 0 | | Gomharria .. | 2 10 0 | |
| Chatrapur .. | 6 8 0 | | Sini .. | 2 13 0 | |
| Berhampur Ganjam .. | 6 10 0 | | Mahali Marup .. | 2 13 0 | |
| Ichchhapuram Ganjam .. | 6 10 0 | | Raja Kharsawan .. | 2 15 0 | |
| Sompeta .. | 6 12 0 | | Pandrasali .. | 3 1 0 | |
| Baruva .. | 6 12 0 | | Jhinkpani .. | 3 8 0 | |
| Mandasa Road .. | 6 14 0 | | Kendposi .. | 3 12 0 | |
| Palasa .. | 6 14 0 | | Maluka .. | 3 15 0 | |
| Pundi .. | 6 14 0 | | Dongoaposi .. | 4 1 0 | |
| Kota Bommalai .. | 7 1 0 | | Bara Bambo .. | 3 1 0 | |
| Tilaru .. | 7 3 0 | | Chakardharpore .. | 3 3 0 | |
| Urlam .. | 7 3 0 | | Lota Pahar .. | 3 6 0 | |
| Chicacole Road .. | 7 3 0 | | Sonua .. | 3 8 0 | |
| Dusi .. | 7 3 0 | | Golkera .. | 3 12 0 | |
| Ponduru .. | 7 5 0 | Via Asan-sol. | Posoita .. | 3 15 0 | Via Asan-sol. |
| Sigadam .. | 7 5 0 | | Manharpu .. | 4 3 0 | |
| Chipurupalle .. | 7 5 0 | | Jarai Kela .. | 4 6 0 | |
| Garividi .. | 7 7 0 | | Bisra .. | 4 8 0 | |
| Gujjanganvalasa .. | 7 7 0 | | Rourkela .. | 4 12 0 | |
| Gajapatnagaram .. | 7 10 0 | | Kalunga .. | 4 15 0 | |
| Komatipalli .. | 7 10 0 | | Raj Gangpur .. | 5 3 0 | |
| Donkinavalasa .. | 7 12 0 | | Sanakhan .. | 5 3 0 | |
| Bobbili .. | 7 12 0 | | Garpos .. | 5 5 0 | |
| Salur .. | 7 14 0 | | Bamra .. | 5 8 0 | |
| Seetanagaram .. | 7 12 0 | | Dharuadihi .. | 5 10 0 | |
| Korukonda .. | 7 10 0 | | Bagdehi .. | 5 12 0 | |
| Kantakapalli .. | 7 10 0 | | Dhutra .. | 5 15 0 | |
| Parvatipuram .. | 7 14 0 | | Jharsuguda .. | 5 15 0 | |
| Gumada .. | 7 14 0 | | Iapanga .. | 6 3 0 | |
| Jemadipeta .. | 8 1 0 | | Rengai .. | 6 3 0 | |
| Rayaghada .. | 8 1 0 | | Sason .. | 6 5 0 | |
| Singapore Road .. | 8 3 0 | | Sambalpur .. | 6 5 0 | |
| Theruvali .. | 8 1 0 | | Daghora .. | 6 5 0 | |
| Alamanda .. | 7 10 0 | | Jamga .. | 6 5 0 | |
| Kottavalasa .. | 7 10 0 | | Kotarlia .. | 6 5 0 | |
| Pendurti .. | 7 12 0 | | Raigarh .. | 6 5 0 | |
| Simhachalam .. | 7 12 0 | | Naharpali .. | 6 5 0 | |
| Vizagapatam Port .. | 7 12 0 | | Kharsia .. | 6 5 0 | |
| Vizagapatam .. | 7 12 0 | | Sakti .. | 6 5 0 | |
| Kalaikunda .. | 3 8 0 | | Baraduar .. | 6 5 0 | |
| Surdiah .. | 3 12 0 | | Champa .. | 6 5 0 | |
| Jhargram .. | 3 15 0 | | Naila .. | 6 5 0 | |
| Gidni .. | 4 1 0 | | Akaltara .. | 6 5 0 | |
| Chakulia .. | 3 12 0 | | Paraghat .. | 6 5 0 | |
| Dalbhumgarh .. | 3 8 0 | | Bilaspur .. | 6 5 0 | |
| Ghatasila .. | 3 6 0 | | Ghutku .. | 6 5 0 | |
| Galudih .. | 3 3 0 | | Kargi Road .. | 6 5 0 | |
| Asanboni .. | 3 1 0 | | Belghana .. | 6 5 0 | |
| Haludpukhur .. | 3 3 0 | | Khongsara .. | 6 8 0 | |
| Bahalda Road .. | 3 8 0 | | Khodri .. | 6 10 0 | |
| Onajori .. | 3 10 0 | | Pendra Road .. | 6 10 0 | |
| Gorumahisan .. | 3 12 0 | | Venkatnagar .. | 6 10 0 | |
| Rairangpur .. | 3 12 0 | | Jaithari .. | 6 12 0 | |
| Kuldiha .. | 4 3 0 | | Anuppur .. | 6 12 0 | |
| Badampahar .. | 4 3 0 | | Dhurwasin .. | 6 14 0 | |

Notes.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 484.

B. N. Railway

| To Station | From Kusunda, Jherriah, Pathardihi and Katrasgarh | Route | To Station | From Kusunda, Jherriah, Pathardihi and Katrasgarh | Route |
|---------------------|---------------------------------------------------|------------------------------|-------------------|---------------------------------------------------|---------------|
| | Rate per ton Rs. a. p. | | | Rate per ton Rs. a. p. | |
| Kotma .. | 6 14 0 | Via Asan-sol. | Gudma .. | 7 5 0 | Via Asan-sol. |
| Bijuria .. | 7 1 0 | | Gondia .. | 7 7 0 | |
| Manendragarh .. | 7 1 0 | | Gangajhiri .. | 7 7 0 | |
| Chirmiri .. | 7 1 0 | | Tirora .. | 7 7 0 | |
| Sahdoi .. | 7 1 0 | | Mundikota .. | 7 10 0 | |
| Ghunguti .. | 7 1 0 | | Tumsar Road .. | 7 10 0 | |
| Birsinghpur .. | 7 3 0 | | Tumsar Town .. | 7 10 0 | |
| Karkeli .. | 7 3 0 | | Chicholi .. | 7 12 0 | |
| | | | Goberwahi .. | 7 12 0 | |
| Chandia Road .. | 7 5 0 | | Dongree Buzurg .. | 7 12 0 | |
| | | Via Naini and Katni Murwara. | Sukli .. | 7 12 0 | Via Asan-sol. |
| Rupaund .. | 7 3 0 | | Tirodi .. | 7 14 0 | |
| | | | Koka .. | 7 10 0 | |
| Jhalwara .. | 7 3 0 | | Bhandara Road .. | 7 12 0 | |
| | | | Khat .. | 7 12 0 | |
| Bilha .. | 6 5 0 | | Tharsa .. | 7 12 0 | |
| Nipania .. | 6 5 0 | | Chacher .. | 7 14 0 | |
| Bhatapara .. | 6 5 0 | | Salwa .. | 7 14 0 | |
| Hatbandh .. | 6 8 0 | | Kanhan Jn. .. | 7 14 0 | |
| Tilda .. | 6 8 0 | | | | |
| Sil-yari .. | 6 8 0 | Via Asan-sol. | Dumri Khurd .. | 7 14 0 | Via Asan-sol. |
| Mandhar .. | 6 10 0 | | Ramtek .. | 8 1 0 | |
| Mandir Hasand .. | 6 12 0 | | Dhattopahar .. | 8 1 0 | |
| Arang Mahanadi .. | 6 12 0 | | Kamptee .. | 7 14 0 | |
| Belsoda .. | 6 14 0 | | Itwari .. | 7 14 0 | |
| | | | Gourinathdham .. | *2 3 10 | |
| Mahasamund .. | 6 14 0 | | Garh Jaipur .. | *2 5 10 | |
| Bhimkhoj .. | 6 14 0 | | Begunkodar .. | *2 7 10 | |
| Bagbahra .. | 7 1 0 | | Jhalda .. | *2 10 10 | |
| Jonk .. | 7 1 0 | | | | |
| Khoriar Road .. | 7 3 0 | Via Asan-sol. | Thulin .. | *2 12 10 | Via Asan-sol. |
| Harisanker Road .. | 7 5 0 | | Sili .. | *2 14 10 | |
| Kantabanji .. | 7 5 0 | | Jonha .. | *3 3 10 | |
| Muribahal .. | 7 7 0 | | Tatisilwai .. | *3 7 10 | |
| Titilagarh .. | 7 10 0 | | Ranchi .. | *3 9 10 | |
| Kesinga .. | 7 10 0 | | Piska .. | *3 14 10 | |
| | | | Tangerbarali .. | *4 0 10 | |
| Rupra Road .. | 7 10 0 | | Nagjua .. | *4 5 10 | |
| Lanjgarh Road .. | 7 12 0 | | Lohardaga .. | *4 9 10 | |
| Ambodala .. | 7 12 0 | | | | |
| Muniguda .. | 7 14 0 | Via Asan-sol. | Raipur City .. | *7 0 10 | Via Asan-sol. |
| Chatikona Summit .. | 8 1 0 | | Abhanpur .. | *7 2 10 | |
| Kumhari .. | 6 12 0 | | Rajm .. | *7 4 10 | |
| Bhilai .. | 6 12 0 | | Kurud .. | *7 4 10 | |
| Drug .. | 6 12 0 | | Dhamtari .. | *7 4 10 | |
| Muripar .. | 6 14 0 | | Birsola .. | *7 11 6 | |
| | | | Hatta Road .. | *7 11 6 | |
| Raj-Nandgaon .. | 6 14 0 | | Waraseoni .. | *7 14 6 | |
| Musra .. | 7 1 0 | | | | |
| Jatkanhar .. | 7 1 0 | | Saongi .. | *8 0 6 | |
| Dongargarh .. | 7 1 0 | Via Asan-sol. | Katangi .. | *8 0 6 | Via Asan-sol. |
| Paniyajobi .. | 7 3 0 | | Samnapur .. | *7 14 6 | |
| Bortalao .. | 7 3 0 | | Charegaon .. | *8 0 6 | |
| Dare Kasa .. | 7 3 0 | | Lamta .. | *8 0 6 | |
| Salekasa .. | 7 3 0 | | Nagarwara .. | *8 0 6 | |
| Amgaon .. | 7 5 0 | | Padregan .. | *8 2 6 | |
| | | | Nainpur .. | *8 2 6 | |

* These rates include a transshipment charge of Re.0-6-10 per ton.

† These rates include a transshipment charge of Re.0-4-6 per ton.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For Surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 484.

| To Station | From Kusunda, Jherriah, Pathardihi and Katrasgarh | Route | To Station | From Kusunda, Jherriah, Pathardihi and Katrasgarh | Route |
|----------------------------------------------|---------------------------------------------------|---------------------------|-------------------|---------------------------------------------------|---------------|
| | Per ton. Rs. a. p. | | | Per ton. Rs. a. p. | |
| Keolaree | 8 5 6† | Via Asan-sol. | Nagbhir | 8 5 6† | Via Asan-sol. |
| Palari | 8 5 6† | | Talodhi Road .. | 8 5 6† | |
| Kanhiwara | 8 7 6† | | Alewahi | 8 7 6† | |
| Bhoma | 8 7 6† | | Sindewahi | 8 7 6† | |
| Seoni | 8 9 6† | | Rajoli | 8 7 6† | |
| Peepardahee .. | 8 9 6† | | Mul Maroda .. | 8 9 6† | |
| Karaboh | 8 11 6† | | Kelzur | 8 9 6† | |
| Jhilihilli | 8 11 6† | | Chanda Fort .. | 8 11 6† | |
| Chiraidongri .. | 8 5 6† | | Tempa | 8 5 6† | |
| Bahmani Banjor .. | 8 5 6† | | Pauni Road .. | 8 5 6† | |
| Mandla Fort .. | 8 7 6† | | Bhiwapur | 8 7 6† | |
| Pindrai | 8 5 6† | | Umrer | 8 7 6† | |
| Ghunsore | 8 3 0† | Via Naini and Jubbulpore. | Bamhani | 8 7 6† | |
| Binaiki | 8 3 0† | | Kuhi | 8 5 6† | |
| Shikara | 8 1 0† | | Titur | 8 5 6† | |
| Sukree Mangela .. | 8 1 0† | | Dighori | 8 5 6† | |
| Burgi | 7 15 0† | | Khaper Kheda .. | 8 5 6† | |
| Gowari Ghat .. | 7 15 0† | | Patansaongi .. | 8 5 6† | |
| Howbugh Jubbulpore (for Perfect Pottery Co.) | 7 12 3‡ | | Saoner | 8 7 6† | |
| Hirdamalee | 7 11 6† | | Khapa | 8 7 6† | |
| Gongie | 7 11 6† | | Kelod | 8 7 6† | |
| Sonder | 7 14 6† | | Lodhikhhera .. | 8 7 6† | |
| Dewalgaon | 8 0 6† | Via Asan-sol. | Sausar | 8 9 6† | |
| Arjuni | 8 0 6† | | Ramakona | 8 9 6† | |
| Wadegaon | 8 0 6† | | Bheemalgondree .. | 8 9 6† | |
| Warsa | 8 2 6† | | Kukra Khapa .. | 8 11 6† | |
| Brahmapuri | 8 2 6† | | Umrnalla | 8 11 6† | |
| | | | Linga | 8 14 6† | |

† These rates include a transshipment charge of Re. 0-4-6 per ton.

‡ These rates include a transshipment charge of Re. 0-5-0 per ton.

§ Coal, Coke and Patent fuel booked to the Perfect Pottery Company, Howbugh-Jubbulpore from stations on E. I. Ry. via Naini and Jubbulpore are handled by them at Jubbulpore and therefore no transshipment charge is levied on such consignments.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. N. Railway terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under N. B. at page 484.

B. N. Ry.

43. **Rates for Coal.**—The following are the through rates and routes for Coal, Coke and Patent Fuel at owner's risk, in full wagon loads, from the undermentioned Colliery stations on the Bengal Nagpur Railway to the following stations on the East Indian Railway *via* Howrah, if specially desired by the senders :—

| Stations to | Route | Rates | | | |
|-----------------------|---------------------------------------------------------------|--------------------------------------------------------------------------|----------------------|----------------------|-----------------------------|
| | | From Bhaga, Bhojudih, Malkera, Mohuda, Talgaria, Khanoodih & Jamuniatand | From Chaurashi | From Radhanagar | From Bokharo-Jherriah field |
| | | Per ton Rs. a. p. | Per ton Rs. a. p. | Per ton Rs. a. p. | Per ton Rs. a. p. |
| Bally | Via Adra, Kharapur & Howrah, if specially desired by senders. | 5 3 0 | 4 15 0 | 5 3 0 | 5 8 0 |
| Rishra Siding | | 5 5 0 | 5 1 0 | 5 5 0 | 5 10 0 |
| Serampore | | 5 5 0 | 5 1 0 | 5 5 0 | 5 12 0 |
| Bhadreswar Ghat | | 5 8 0 | 5 3 0 | 5 8 0 | 5 12 0 |
| Chandernagore | | 5 8 0 | 5 3 0 | 5 8 0 | 5 12 0 |
| Naihati | | 5 10 0 | 5 8 0 | 5 10 0 | 5 15 0 |
| Magra | | 5 10 0 | 5 2 0 | 5 10 0 | 6 1 0 |
| Pundooah | | 5 12 0 | 5 10 0 | 5 12 0 | |

The B. N. Ry. terminal charge of Re. 0-4-0 per ton and the E. I. Railway terminal charge of Re. 0-2-0 per ton have been included in these rates.

N.B.—For Surcharge leviable in addition see notes (i) and (ii) under N.B. at page 484.

44. The following are the through rates per ton for Coal, Coke and Patent Fuel in full wagon loads, O. R., L., from Bengal Nagpur Railway Colliery stations in the Jherriah Field (*i. e.*, Bhaga, Bhojudih, etc.), from Chaurashi and from Radhanagar to the undermentioned stations :—

| Station to | Route | Rate per ton | | | |
|-----------------------|-------------|------------------|----------------|-----------------|-----------------------------|
| | | From Bhaga, etc. | From Chaurashi | From Radhanagar | From Bokharo-Jherriah field |
| | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Gurup | Via Asansol | 3 6 0 | 2 15 0 | 2 13 0 | 4 1 0 |
| Bally | | 4 6 0 | 3 12 0 | 3 10 0 | 4 15 0 |
| Konnagar | | 4 3 0 | 3 12 0 | 3 10 0 | 4 15 0 |
| Serampore | | 4 3 0 | 3 10 0 | 3 8 0 | 4 12 0 |
| Bhadreswar Ghat | | 4 1 0 | 3 8 0 | 3 6 0 | 4 10 0 |
| Chandernagore | | 3 15 0 | 3 8 0 | 3 6 0 | 4 10 0 |
| Hooghly | | 3 15 0 | 3 6 0 | 3 3 0 | 4 8 0 |
| Magra | | 3 12 0 | 3 3 0 | 3 1 0 | 4 6 0 |
| Pundooah | | 3 8 0 | 3 1 0 | 2 15 0 | 4 3 0 |
| Singur | | 4 3 0 | 3 12 0 | 3 10 0 | 4 15 0 |
| Nalikul | | 4 6 0 | 3 15 0 | 3 10 0 | 5 1 0 |
| Haripal | | 4 8 0 | 3 15 0 | 3 12 0 | 5 1 0 |
| Tarakeswar | | 4 10 0 | 4 3 0 | 3 15 0 | 5 3 0 |
| Saktigarh | | 3 1 0 | 2 10 0 | 2 6 0 | 3 10 0 |
| Burdwan | | 2 15 0 | 2 6 0 | 2 4 0 | 3 8 0 |
| Katwa | | 4 14 9 | 4 7 9 | 4 5 9 | 5 9 9 |

These rates include the B. N. Ry. terminal charge of Re. 0-4-0 per ton and the E. I. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—See notes (i) and (ii) under "N. B." at page 484 regarding surcharge leviable in addition.

The following are the distances between the undermentioned junctions and stations on the Bengal Nagpur Railway.

| Station to | Distance | | | | | | |
|------------------------|-------------|-----------|------------|-------------------|----------------|-----------------|----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Katni Murwara | Via Jubbulpore | Via Chandrapura | Via Barka Kana |
| Broad Gauge | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Via Howrah | 203 | 222 | .. | 644 | .. | 219 | 251 |
| Ramrajatala† | 199 | 218 | .. | 640 | .. | 216 | 248 |
| Santragachi | 198 | 217 | 5 | 639 | .. | 215 | 247 |
| Shalimar ‡ | 201 | 220 | .. | 642 | .. | 217 | 249 |
| Maurigram * | 196 | 215 | .. | 637 | .. | 213 | 245 |
| Andul | 195 | 214 | 8 | 636 | .. | 212 | 244 |
| Sankrail | 193 | 212 | 10 | 634 | .. | 209 | 241 |
| Abada † | 191 | 211 | .. | 633 | .. | 208 | 240 |
| Nalpur | 190 | 209 | 13 | 631 | .. | 207 | 239 |
| Bauria | 188 | 207 | 15 | 629 | .. | 204 | 236 |
| Chengail * | 186 | 205 | 17 | 627 | .. | 203 | 235 |
| Fort Gloster | 189 | 208 | 17 | 631 | .. | 206 | 238 |
| Fuleshwar | 184 | 203 | 19 | 625 | .. | 201 | 233 |
| Ulubaria | 183 | 202 | 20 | 624 | .. | 199 | 231 |
| Bir-Shibpur † | 180 | 199 | 23 | 621 | .. | 197 | 229 |
| Kulgachia | 178 | 197 | 25 | 619 | .. | 195 | 227 |
| Bagnan | 174 | 194 | 29 | 616 | .. | 191 | 223 |
| Deulti | 171 | 190 | 32 | 612 | .. | 188 | 220 |
| Kolaghat (Goods) | 169 | 188 | 36 | 610 | .. | 185 | 218 |
| Machada | 166 | 186 | 37 | 608 | .. | 183 | 215 |
| Bhogpur | 163 | 182 | 40 | 604 | .. | 180 | 212 |
| Panchkura | 159 | 178 | 44 | 600 | .. | 175 | 207 |
| Haur | 153 | 172 | 50 | 594 | .. | 169 | 201 |
| Radhamohanpur | 150 | 169 | 53 | 591 | .. | 167 | 199 |
| Ballichuk | 146 | 165 | 57 | 587 | .. | 163 | 195 |
| Shyama Chuck | 143 | 162 | 60 | 584 | .. | 159 | 191 |
| Madpur | 139 | 158 | 64 | 580 | .. | 156 | 188 |
| Jakpur | 135 | 154 | 68 | 577 | .. | 152 | 184 |
| Khargpur | 131 | 150 | 72 | 572 | .. | 148 | 180 |

* Open for 100 maunds per train.

† Not open for Coal, Coke and Patent Fuel in full wagon loads in through booking.

‡ Coal, Coke and Patent Fuel cannot be booked to Shalimar station (B. N. Ry.) via Howrah.

| Station to | Distance | | | | | | |
|------------------------------|--------------------|------------------|-------------------|--------------------------|-----------------------|------------------------|-----------------------|
| | <i>Via</i> Asansol | <i>Via</i> Gomoh | <i>Via</i> Howrah | <i>Via</i> Katni Murwara | <i>Via</i> Jubbulpore | <i>Via</i> Chandrapura | <i>Via</i> Barha Kana |
| Broad Gauge | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Midnapore-Jharla Extension.— | | | | | | | |
| Gokulpur | 127 | 146 | 76 | 576 | .. | 144 | 183 |
| Midnapore | 123 | 142 | 80 | 580 | .. | 140 | 188 |
| Godapeasal | 116 | 135 | 88 | 588 | .. | 132 | (b)188 |
| Salboni | 108 | 127 | 95 | 595 | .. | 125 | 181 |
| Chandrakona Road | 101 | 120 | 102 | 602 | .. | 118 | 174 |
| Garbetta | 94 | 113 | 109 | 610 | .. | 110 | 166 |
| Bagri Road † | 91 | 110 | 112 | 611 | .. | 108 | 164 |
| Piardoba | 86 | 105 | 117 | 606 | .. | 102 | 158 |
| Vishnupur | 78 | 97 | 125 | 598 | .. | 95 | 151 |
| Ramsagar † | 75 | 94 | 128 | 595 | .. | 92 | (b)147 |
| Ondagram | 69 | 88 | 134 | 590 | .. | 86 | 142 |
| Bheduasole | 64 | 83 | 139 | 584 | .. | 81 | 136 |
| Bankura | 59 | 79 | 144 | 588 | .. | 76 | 132 |
| <i>Via</i> Bankura § | 59 | 79 | 144 | 588 | .. | 76 | 132 |
| Chhatna | 51 | 70 | 152 | 571 | .. | 67 | 123 |
| Jhantipahari | 45 | 64 | 158 | 565 | .. | 62 | 118 |
| Sirjam † | 39 | 59 | 164 | 560 | .. | 56 | 112 |
| Indrabail | 35 | 54 | 168 | 555 | .. | 52 | 107 |
| Adra | 26 | 46 | 177 | 547 | .. | 43 | 99 |
| Sini-Asansol Branch.— | | | | | | | |
| Joychandi Pahar | 24 | 48 | 179 | 550 | .. | 46 | 102 |
| Bero | 20 | 52 | 183 | 553 | .. | 50 | 105 |
| Ramkanali | 17 | 55 | 186 | 556 | .. | 53 | 109 |
| Chaurashi | 21 | 59 | 190 | 560 | .. | 57 | 113 |
| Muradi | 14 | 58 | 189 | 560 | .. | 56 | 112 |
| Madhukunda | 9 | 63 | 194 | 564 | .. | 60 | 116 |
| Damodar | 6 | 66 | 197 | 567 | .. | 63 | 119 |
| Burnpore | 4 | 68 | 199 | 569 | .. | 66 | 122 |
| Radhanagar | 13 | 73 | 204 | 574 | .. | 71 | 126 |
| Bisco | 18 | 78 | 209 | 579 | .. | 76 | 131 |
| Asansol & <i>via</i> | .. | 72 | 203 | 573 | .. | 69 | 125 |
| Garh-Dhrubeshwar | 31 | 50 | 181 | 543 | 662 | 47 | 95 |
| Anara | 35 | 54 | 185 | 539 | .. | 51 | 91 |
| Bagalia | 38 | 58 | 189 | 535 | .. | 55 | 87 |

† Not open for Coal, Coke and Patent Fuel in full wagon loads in through booking.

§ A transhipment charge of Re. 0-6-10 per ton is levied at Bankura on all Coal, Coke and Patent Fuel booked to stations on the Bankura-Damodar River Railway *via* Bankura.

(b) These distances are *via* Muri and Purulia.

| Station to | Distance | | | | | | |
|-----------------------------------------|--------------------|------------------|-------------------|-------------------------|-----------------------|------------------------|-----------------------|
| | <i>Via</i> Asansol | <i>Via</i> Gomoh | <i>Via</i> Howrah | <i>Via</i> Kani Murwara | <i>Via</i> Jubbulpore | <i>Via</i> Chandrapura | <i>Via</i> Barka Kana |
| Broad Gauge | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Sini-Asansol Branch—(Concl'd.)— | | | | | | | |
| Kustaur | 43 | 63 | 194 | 530 | .. | 60 | 82 |
| Chharra † | 46 | 66 | 197 | 527 | .. | 63 | 79 |
| Purulia | 51 | 70 | 201 | 522 | .. | 68 | 75 ^d |
| Tamna | 55 | 74 | 205 | 518 | .. | 72 | 79 ^e |
| Kantadih | 60 | 79 | 201 | 513 | .. | 77 | 84 ^e |
| Urma | 66 | 85 | 196 | 508 | .. | 82 | 89 ^e |
| Barahabhum | 70 | 90 | 191 | 503 | .. | 87 | 89 ^f |
| Biramdihi † | 73 | 93 | 188 | 500 | .. | 90 | 85 |
| Nimdihi | 79 | 98 | 183 | 494 | .. | 96 | 80 |
| Chandil | 84 | 104 | 177 | 489 | .. | 101 | 75 |
| Barkakana-Chandil Branch.— | | | | | | | |
| Parkidi | 91 | 110 | 184 | 496 | 615 | 108 | 68 |
| Tiruldi | 103 | 122 | 196 | 508 | 627 | 120 | 56 |
| Suisa | 102 | 121 | 201 | 512 | 632 | 120 [§] | 51 |
| Torang | 95 | 114 | 207 | 519 | 638 | 113 | 45 |
| Muri | 87 | 107 | 215 | 527 | 646 | 105 | 37 |
| Sondimra | 97 | 116 | 224 | 536 | 656 | 115 | 27 |
| Gola Road | 107 | 126 | 234 | 546 | 665 | 124 | 18 |
| Mael | 113 | 132 | 241 | 552 | 672 | 131 | 11 |
| Ramgarh Town | 122 | 141 | 248 | 560 | 679 | 138 [§] | 4 |
| Manikui (a) | 88 | 107 | 174 | 485 | .. | 106 | 78 |
| Kandra | 93 | 112 | 168 | 480 | .. | 110 | 83 ^b |
| Midnapore-Jharia Extension.— | | | | | | | |
| Sanka | 31 | 41 | 181 | 551 | .. | 39 | 104 |
| Rukni | 36 | 36 | 186 | 556 | .. | 34 | 108 |
| Santaldih † | 41 | 31 | 191 | 561 | .. | 29 | 113 |
| Bhojudih | 45 | 27 | 195 | 565 | .. | 25 | 117 |
| Shewbabudih(a) | 49 | 23 | 199 | 569 | .. | 21 | 121 |
| Sudamdih * | 46 | 29 | 197 | 567 | .. | 26 | 119 |
| Bhaga † | 52 | 25 | 202 | 572 | .. | 23 | 124 |
| Karkend | 56 | 21 | 206 | 576 | .. | 19 | 128 |
| Layabad | 57 | 20 | 207 | 577 | .. | 17 | 130 |
| Malkera | 61 | 16 | 211 | 581 | .. | 14 | 133 |
| Talgaria | 52 | 20 | 203 | 573 | .. | 17 | 125 |
| Mohuda | 59 | 13 | 209 | 579 | .. | 11 | 132 |
| Bokharo-Joint Ry and Extension.— | | | | | | | |
| Jamuniatand | 64 | 18 | 214 | 584 | .. | 5 | 137 |
| Dugda* | 66 | 20 | 216 | 586 | .. | .. | .. |
| Chandrapura | 69 | 23 | 219 | 589 | .. | .. | 142 |
| Barkakana | 124 | 143 | 251 | 563 | .. | 142 [§] | .. |
| M.-J. Extension.— | | | | | | | |
| Khanoodih | 65 | 10 | 215 | 585 | .. | 16 | 138 |
| Gomoh & <i>via</i> | 72 | .. | 222 | 592 | .. | 23 | 144 |
| Benapur-Cuttack Section.— | | | | | | | |
| Benapur | 138 | 157 | 80 | 580 | .. | 155 | 187 ^c |
| Narayangar | 145 | 164 | 86 | 586 | .. | 162 | 194 |

* Not yet open for the receipt of coal.

† Not open for Coal, Coke and Patent Fuel in full wagon loads in through booking.

‡ The distance for charge from Bhaga to *via* Nagpur is 633 miles, and from Bhaga to *via* Waltair is 605 miles.

§ These distances are *via* Purulia and Muri. (b) These distances are *via* Muri and Purulia.

(d) This distance is *via* Muri. (a) Closed.

(e) The distances *via* Chandil are as under.

Tamna .. 105 miles. Kantadih .. 100 Miles Urma .. 94 Miles

(f) The distances are *via* Chandil. (c) These distances are *via* Kandra-Gamharis Chord.

| Station to | Distance | | | | | | |
|--------------------------------------------|-------------|-----------|------------|-------------------|---------------|------------------|----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Katni Murwara | Via Jubulpore | Via Chandra-pura | Via Barka Kana |
| Broad Gauge | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Benapur-Cuttack Section—(Concl'd.)— | | | | | | | |
| Bakhrabad | 149 | 168 | 90 | 590 | .. | 166 | 198 |
| Contai Road | 153 | 172 | 94 | 594 | .. | 170 | 202 |
| Nekurseni | 158 | 177 | 99 | 599 | .. | 175 | 207 |
| Dantan | 163 | 182 | 104 | 604 | .. | 180 | 212 |
| Lakshannath Road | 169 | 189 | 111 | 611 | .. | 186 | 218 |
| Jaleswar | 173 | 193 | 115 | 615 | .. | 190 | 222 |
| Amarda Road | 182 | 201 | 123 | 623 | .. | 199 | 231 |
| Basta | 186 | 205 | 127 | 627 | .. | 202 | 234 |
| Rupsa & via | 192 | 211 | 133 | 633 | .. | 208 | 240 |
| Haldipada | 195 | 215 | 137 | 637 | .. | 212 | 244 |
| Balasore | 203 | 222 | 144 | 644 | .. | 220 | 252 |
| Khantapara | 212 | 232 | 154 | 654 | .. | 229 | 261 |
| Bahanaga bazar | 218 | 237 | 159 | 659 | .. | 235 | 267 |
| Soro | 223 | 243 | 165 | 665 | .. | 240 | 272 |
| Markona | 233 | 252 | 174 | 674 | .. | 249 | 281 |
| Bhadrak | 241 | 261 | 183 | 683 | .. | 258 | 290 |
| Ballapur | 245 | 265 | 187 | 687 | .. | 262 | 294 |
| Kenduapada | 251 | 270 | 192 | 692 | .. | 268 | 300 |
| Manjuri Road | 261 | 280 | 203 | 703 | .. | 272 | 304 |
| Baitarani Road | 255 | 275 | 197 | 697 | 816 | 278 | 310 |
| Jajpur Road | 268 | 288 | 210 | 710 | .. | 285 | 317 |
| Jenapur | 278 | 297 | 219 | 720 | .. | 295 | 327 |
| Garh Madhupur | 280 | 300 | 222 | 722 | .. | 297 | 329 |
| Haridaspur | 288 | 307 | 229 | 729 | .. | 304 | 336 |
| Dhanmandal | 291 | 310 | 232 | 732 | .. | 308 | 340 |
| Byree | 298 | 317 | 239 | 739 | .. | 314 | 346 |
| Kapilas Road | 304 | 323 | 245 | 745 | .. | 321 | 353 |
| Jagatpur † | 311 | 330 | 252 | 752 | .. | 327 | 359 |
| Cuttack | 313 | 332 | 254 | 755 | .. | 330 | 362 |
| T.-C. Branch Railway.— | | | | | | | |
| Nergundi † | 307 | 326 | 248 | 748 | .. | .. | .. |
| Charbatia | 320 | 340 | 262 | 762 | .. | 337 | 369 |
| Raj Athgarh | 331 | 350 | 273 | 773 | .. | 348 | 380 |
| Garh Dhenkanal | 314 | 363 | 285 | 785 | .. | 360 | 393 |
| Hindol Road | 357 | 376 | 298 | 798 | .. | 373 | 405 |
| Meramandeli | 365 | 384 | 306 | 806 | .. | 381 | 414 |
| Talcher | 376 | 396 | 318 | 818 | .. | 393 | 425 |
| Cuttack-Waltair Section.— | | | | | | | |
| Barang | 320 | 340 | 262 | 762 | .. | 337 | 369 |
| Mancheswar | 326 | 345 | 267 | 768 | .. | 343 | 375 |
| Bhubaneswar | 330 | 350 | 272 | 772 | .. | 347 | 379 |
| Khandgiri | 337 | 357 | 279 | 779 | .. | 354 | 386 |
| Khurda Road | 342 | 361 | 283 | 782 | .. | 359 | 391 |
| Puri Branch.— | | | | | | | |
| Delang | 352 | 371 | 293 | 791 | .. | 368 | 400 |
| Sakhigopal | 359 | 378 | 300 | 799 | .. | 376 | 408 |
| Malatipatpur | 365 | 384 | 306 | 804 | .. | 381 | 414 |
| Puri | 369 | 388 | 310 | 809 | .. | 386 | 418 |

† Not open for Coal, Coke and Patent Fuel in full wagon loads in through booking.

| Station to | Distance | | | | | | |
|----------------------------------|-------------|-----------|------------|-------------------|-----------------|------------------|----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Katni Murwara | Via Jubbul-pore | Via Chandra-pura | Via Barba Kana |
| Broad Gauge | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Cuttack-Waltair Section.— | | | | | | | |
| Kaipadar Road .. | 348 | 367 | 289 | 776 | .. | 365 | 397 |
| Tapang .. | 353 | 372 | 295 | 771 | .. | 370 | 102 |
| Nirakarpur .. | 358 | 377 | 299 | 766 | .. | 375 | 407 |
| Bhusandpur .. | 363 | 382 | 304 | 761 | .. | 380 | 112 |
| Kalupara Ghat .. | 369 | 388 | 310 | 755 | .. | 386 | 418 |
| Kuhuri † .. | 373 | 392 | 314 | 751 | .. | 390 | 422 |
| Gangadharpur .. | 378 | 397 | 319 | 746 | .. | 395 | 427 |
| Balugan .. | 386 | 405 | 327 | 738 | .. | 403 | 435 |
| Kallikota .. | 397 | 416 | 338 | 727 | .. | 414 | 446 |
| Rambha .. | 404 | 423 | 345 | 720 | .. | 420 | 452 |
| Humma .. | 411 | 430 | 352 | 713 | .. | 427 | 459 |
| Ganjam .. | 414 | 434 | 356 | 709 | .. | 431 | 463 |
| Chatrapur .. | 420 | 439 | 361 | 704 | .. | 437 | 469 |
| Jagannadhapuram .. | 428 | 447 | 369 | 696 | .. | 445 | 477 |
| Berhampur Ganjam .. | 433 | 453 | 375 | 691 | .. | 450 | 482 |
| Golanthra .. | 440 | 459 | 381 | 684 | .. | 457 | 489 |
| Ichchhapuram Ganjam .. | 448 | 468 | 390 | 676 | .. | 465 | 497 |
| Jhadupudu .. | 456 | 475 | 397 | 668 | .. | 472 | 405 |
| Sompeta .. | 460 | 479 | 401 | 664 | .. | 476 | 508 |
| Baruva .. | 465 | 485 | 407 | 659 | .. | 482 | 514 |
| Mandasa Road .. | 471 | 490 | 412 | 653 | .. | 488 | 520 |
| Palasa .. | 479 | 499 | 421 | 645 | .. | 496 | 528 |
| Pundi .. | 487 | 506 | 428 | 637 | .. | 504 | 536 |
| Naupada .. | 495 | 514 | 437 | 629 | .. | 512 | 544 |
| Via Naupada § .. | 495 | 514 | 437 | 629 | .. | 512 | 544 |
| Kota Bommali .. | 504 | 523 | 445 | 620 | .. | 521 | 553 |
| Tilaru .. | 512 | 532 | 454 | 612 | .. | 529 | 561 |
| Urlam .. | 518 | 538 | 460 | 606 | .. | 535 | 567 |
| Chicacole Road .. | 525 | 544 | 466 | 599 | .. | 541 | 573 |
| Dusi .. | 529 | 548 | 470 | 595 | .. | 545 | 577 |
| Ponduru .. | 534 | 553 | 475 | 590 | .. | 551 | 583 |
| Sigadam .. | 540 | 560 | 482 | 584 | .. | 557 | 589 |
| Chipurupalle .. | 549 | 568 | 490 | 575 | .. | 565 | 597 |
| Garividi .. | 553 | 572 | 494 | 571 | .. | 569 | 601 |
| Gujjanganvalasa .. | 555 | 575 | 497 | 568 | .. | 572 | 604 |
| Nellimarla .. | 560 | 580 | 502 | 564 | .. | 577 | 609 |
| Vizianagram .. | 568 | 587 | 509 | 556 | .. | 584 | 616 |
| Parvatipuram Branch.— | | | | | | | |
| Gajapatinagaram .. | 582 | 601 | 523 | 542 | .. | 598 | 630 |
| Komatipalli .. | 588 | 607 | 529 | 537 | .. | 604 | 636 |
| Donkinavalasa .. | 594 | 613 | 535 | 530 | .. | 610 | 642 |
| Bobbili .. | 602 | 621 | 543 | 523 | .. | 618 | 650 |
| Salur .. | 612 | 631 | 553 | 533 | .. | 628 | 660 |
| Seetanagaram .. | 609 | 628 | 550 | 516 | .. | 625 | 657 |
| Parvatipuram .. | 616 | 635 | 557 | 508 | .. | 632 | 665 |
| Ganmada .. | 624 | 644 | 566 | 500 | .. | 641 | 668 |
| Jemadipeta .. | 636 | 655 | 577 | 488 | .. | 652 | 657 |
| Rayaghada .. | 645 | 664 | 586 | 479 | .. | 661 | 647 |
| Singapore Road .. | 651 | 670 | 592 | 473 | .. | 667 | 642 |
| Theruvai .. | 645 | 665 | 598 | 467 | .. | 662 | 636 |

† Not open for Coal, Coke and Patent Fuel in full wagon loads in through booking.

§ A transhipment charge of Re. 0-2-3 per ton is levied on all Coal, Coke and Patent fuel booked via Naupada.

B. N. Ry.

| Station to | Distance | | | | | | |
|----------------------------------|-------------|-----------|------------|-------------------|----------------|------------------|-----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Katni Murwara | Via Jubbulpore | Via Chandra-pura | Via Baraka Kana |
| Broad Gauge | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Cuttack-Waltair Section.— | | | | | | | |
| Korukonda | 574 | 593 | 516 | 563 | .. | 591 | 623 |
| Alamanda | 579 | 598 | 520 | 567 | .. | 595 | 627 |
| Kantakapalli | 584 | 604 | 526 | 573 | .. | 601 | 633 |
| Kottavalasa | 589 | 608 | 530 | 578 | .. | 606 | 638 |
| Pendurti | 594 | 614 | 536 | 583 | .. | 611 | 643 |
| Simhachalam | 600 | 620 | 542 | 589 | .. | 617 | 649 |
| Vizagapatam Port ‡ | 605 | 625 | 547 | 594 | .. | 622 | 654 |
| Vizagapatam Town | 607 | 627 | 549 | 596 | .. | 624 | 656 |
| Waltair & via | 605 | 625 | 547 | 594 | .. | 622 | 654 |
| | | | | | | | |
| Kalakunda | 136 | 155 | 77 | 567 | .. | 153 | 174 |
| Surdiah | 145 | 164 | 86 | 558 | .. | 162 | 165 |
| Jhargram | 155 | 174 | 96 | 549 | .. | 171 | 156 |
| Gidni | 156 | 175 | 106 | 539 | .. | 172 | 146 |
| Chakulia | 147 | 167 | 114 | 530 | .. | 164 | 138 |
| Dalbhum Garh | 136 | 155 | 125 | 519 | .. | 153 | 126 |
| Gharasila | 128 | 148 | 133 | 511 | .. | 145 | 119 |
| Galudih | 122 | 142 | 139 | 505 | .. | 139 | 113 |
| Rakha Mines & | 120 | 139 | 142 | 503 | .. | 136 | 110 |
| Asanboni | 115 | 134 | 147 | 498 | .. | 132 | 105 |
| Tatanagar | 105 | 125 | 156 | 489 | .. | 122 | 96 |
| | | | | | | | |
| Haludpukhur | 119 | 139 | 169 | 502 | .. | 136 | 110 |
| Bahalda Road | 132 | 151 | 182 | 515 | .. | 149 | 122 |
| Onlajori | 140 | 159 | 190 | 523 | .. | 157 | 130 |
| Gorumahisani | 146 | 165 | 196 | 529 | .. | 162 | 136 |
| Rairangpur | 146 | 165 | 196 | 529 | .. | 163 | 136 |
| Kuldiha | 151 | 171 | 201 | 534 | .. | 168 | 142 |
| Badampahar | 161 | 180 | 211 | 544 | .. | 178 | 152 |
| Gomharria | 99 | 119 | 162 | 482 | .. | 116 | 90 |
| Sini | 101 | 120 | 172 | 472 | .. | 118 | 91 |
| Mahali Marup | 106 | 125 | 177 | 467 | .. | 123 | 96 |
| Raja Kharswan | 110 | 130 | 187 | 463 | .. | 127 | 101 |
| | | | | | | | |
| Gua Branch— | | | | | | | |
| Pandrasali | 118 | 137 | 189 | 470 | .. | 135 | 108 |
| Chaibasa | 123 | 142 | 194 | 475 | .. | 140 | 113 |
| Jhinkpani | 133 | 153 | 205 | 486 | .. | 150 | 124 |
| Kendposi | 144 | 164 | 216 | 497 | .. | 161 | 135 |
| Maluka | 151 | 170 | 222 | 503 | .. | 167 | 141 |
| Dongoaposi | 157 | 176 | 228 | 509 | .. | 174 | 147 |
| Noamundi | 162 | 182 | 234 | 515 | .. | 179 | 153 |
| Bara Jamda | 171 | 190 | 242 | 523 | .. | 187 | 161 |
| Gua | 176 | 195 | 247 | 528 | .. | 193 | 166 |
| | | | | | | | |
| Bara Bambo | 116 | 136 | 188 | 457 | .. | 133 | 107 |
| Chakardharpore | 123 | 142 | 194 | 450 | .. | 140 | 113 |
| Lota Pahar | 129 | 148 | 200 | 444 | .. | 146 | 119 |
| Sonua | 136 | 155 | 207 | 437 | .. | 153 | 126 |
| Gailkera | 144 | 163 | 215 | 429 | .. | 161 | 134 |
| Posoita | 154 | 173 | 225 | 419 | .. | 171 | 145 |
| Manharpur | 161 | 180 | 232 | 412 | .. | 178 | 151 |
| Jaraikela | 168 | 187 | 239 | 405 | .. | 185 | 158 |
| Bisra | 177 | 196 | 248 | 396 | .. | 194 | 167 |
| Rourkela | 186 | 205 | 257 | 387 | .. | 203 | 177 |

§Open for consignments in wagon loads for the Cape Copper Co.'s Assisted siding only.

| Station to | Distance | | | | | | |
|---------------------|-------------|-----------|------------|-------------------|----------------|-----------------|----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Katni Murwara | Via Jubbulpore | Via Chandrapura | Via Barka Kana |
| Broad Gauge | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Birmatrapur Branch— | | | | | | | |
| Quarry Siding † | 191 | 210 | 262 | 391 | .. | 207 | 181 |
| Kuarmunda .. | 196 | 215 | 267 | 396 | .. | 212 | 186 |
| Birmatrapur .. | 202 | 221 | 273 | 403 | .. | 219 | 193 |
| Panposh † | 190 | 209 | 261 | 384 | .. | 206 | 180 |
| Kalunga .. | 194 | 214 | 265 | 379 | .. | 211 | 185 |
| Kansbahal .. | 199 | 218 | 270 | 375 | .. | 215 | 189 |
| Raj Gangpur .. | 204 | 224 | 276 | 369 | .. | 221 | 195 |
| Sonakhan .. | 209 | 228 | 280 | 365 | .. | 225 | 199 |
| Garpos .. | 216 | 235 | 287 | 357 | .. | 233 | 206 |
| Bamra .. | 226 | 245 | 297 | 347 | .. | 243 | 216 |
| Dharuadihi .. | 231 | 250 | 302 | 342 | .. | 248 | 222 |
| Bagdehi .. | 236 | 255 | 307 | 337 | .. | 253 | 226 |
| Dhutra .. | 243 | 263 | 315 | 330 | .. | 260 | 234 |
| Jharsuguda .. | 249 | 268 | 320 | 324 | .. | 266 | 239 |
| Sambalpur Branch— | | | | | | | |
| Lapanga .. | 258 | 278 | 330 | 334 | .. | 275 | 249 |
| Rengali .. | 265 | 284 | 336 | 340 | .. | 282 | 255 |
| Sason .. | 270 | 290 | 342 | 346 | .. | 287 | 261 |
| Sambalpur Road* | 278 | 297 | 349 | 353 | .. | 294 | 268 |
| Sambalpur .. | 279 | 298 | 350 | 354 | .. | 296 | 269 |
| Ib .. | 254 | 274 | 326 | 319 | .. | 271 | 245 |
| Belpahar .. | 262 | 281 | 333 | 312 | .. | 278 | 252 |
| Bandhbahal* | 266 | 285 | 337 | 307 | .. | .. | .. |
| Himgir .. | 270 | 289 | 341 | 303 | .. | 287 | 260 |
| Daghora .. | 274 | 294 | 346 | 299 | .. | 291 | 265 |
| Jamga .. | 282 | 301 | 353 | 291 | .. | 299 | 272 |
| Kotaria .. | 287 | 306 | 358 | 286 | .. | 340 | 278 |
| Raigarh .. | 293 | 313 | 365 | 280 | .. | 310 | 284 |
| Naharpali .. | 303 | 323 | 375 | 270 | .. | 320 | 294 |
| Robertson* | 309 | 328 | 380 | 264 | .. | 326 | 299 |
| Kharsia .. | 314 | 334 | 386 | 259 | .. | 334 | 305 |
| Jharradih .. | 318 | 337 | 389 | 255 | .. | 335 | 308 |
| Sakti .. | 324 | 343 | 395 | 249 | .. | 341 | 314 |
| Baraduar .. | 333 | 352 | 404 | 240 | .. | 350 | 324 |
| Champa .. | 343 | 362 | 414 | 230 | .. | 360 | 333 |
| Naila .. | 350 | 369 | 421 | 224 | .. | 366 | 340 |
| Akaltara .. | 359 | 378 | 430 | 214 | .. | 376 | 349 |
| Paraghat .. | 367 | 386 | 438 | 206 | .. | 384 | 357 |
| Bilaspur .. | 376 | 395 | 447 | 198 | .. | 392 | 366 |
| Katni Branch— | | | | | | | |
| Ghutku .. | 386 | 405 | 457 | 188 | .. | 402 | 376 |
| *Kargi Road .. | 395 | 415 | 467 | 178 | .. | 412 | 386 |
| Belghana .. | 405 | 424 | 476 | 168 | .. | 422 | 395 |
| Khongasra .. | 416 | 436 | 488 | 157 | .. | 433 | 407 |
| Khodri .. | 431 | 450 | 502 | 142 | .. | 448 | 421 |
| Pendra Road .. | 438 | 458 | 510 | 135 | .. | 455 | 429 |
| Venkatnagar .. | 450 | 469 | 521 | 123 | .. | 467 | 440 |
| Jaithari .. | 461 | 480 | 532 | 112 | .. | 478 | 451 |
| Anuppur .. | 469 | 489 | 541 | 104 | .. | 486 | 460 |

* Not yet open for Coal.

† Not open for Coal, Coke and Patent fuel in full wagon loads in through booking.

‡ Open for 120 maunds per day in small lots only.

| Station to | Distance | | | | | | |
|------------------------------------------------------|-------------|-----------|------------|-------------------|----------------|-----------------|----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Katni Murwara | Via Jubbulpore | Via Chandrapura | Via Barka-Kana |
| Broad Gauge | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Katni Branch—Concl'd.)— | | | | | | | |
| Anuppur-Manendragarh Section of C. I. C. Ry.— | | | | | | | |
| Dhurwasin† (a) | 479 | 499 | 551 | 114 | .. | 196 | 470 |
| Kotma† | 489 | 509 | 561 | 124 | .. | 506 | 480 |
| Bijuri† | 499 | 519 | 571 | 134 | .. | 516 | 490 |
| Manendragarh † | 509 | 529 | 581 | 144 | .. | 526 | 500 |
| Chirmiri §§† | 523 | 543 | 595 | 158 | .. | 540 | 514 |
| Burhar | 483 | 502 | 554 | 90 | .. | 499 | 473 |
| Sahdol | 495 | 514 | 566 | 78 | .. | 512 | 485 |
| Ghunghut | 508 | 527 | 579 | 65 | .. | 525 | 498 |
| Birsinghpur | 518 | 537 | 589 | 55 | .. | 535 | 508 |
| Karkeli | 529 | 548 | 600 | 45 | .. | 545 | 519 |
| Umaria | 537 | 556 | 608 | 37 | .. | 553 | 527 |
| Chandia Road | 548 | 568 | 620 | 25 | .. | 565 | 539 |
| Rupaund | 559 | 578 | 630 | 14 | .. | 576 | 549 |
| Jhalwara | 566 | 586 | 637 | 7 | .. | 583 | 557 |
| Katni Murwara and via | 573 | 592 | 644 | .. | .. | 589 | 563 |
| Bilha | 385 | 405 | 457 | 207 | .. | 402 | 376 |
| Nipania | 395 | 415 | 467 | 217 | .. | 412 | 386 |
| Bhatapara | 404 | 424 | 476 | 226 | .. | 421 | 395 |
| Hathbandh | 414 | 433 | 485 | 236 | .. | 431 | 404 |
| Tilda | 421 | 440 | 492 | 242 | .. | 437 | 411 |
| Sil-yari | 430 | 449 | 501 | 251 | .. | 446 | 420 |
| Mandhar | 437 | 456 | 508 | 259 | .. | 453 | 427 |
| Raipur and via§ | 444 | 463 | 515 | 266 | .. | 461 | 435 |
| Mandir Hasand | 454 | 474 | 526 | 276 | 259 | 471 | 445 |
| Arang Mahandi | 466 | 486 | 538 | 288 | 271 | 483 | 457 |
| Belsonda | 472 | 491 | 543 | 294 | 276 | 489 | 462 |
| Mahasamund | 477 | 497 | 549 | 300 | 282 | 494 | 468 |
| Bhimkhoj | 490 | 509 | 531 | 312 | 294 | 506 | 480 |
| Bagbahra | 496 | 516 | 568 | 319 | 301 | 513 | 487 |
| Khariar Road | 509 | 529 | 581 | 332 | 314 | 526 | 500 |
| Lakhna | 525 | 544 | 596 | 347 | 329 | 542 | 516 |
| Harishanker Road | 535 | 554 | 606 | 357 | 339 | 552 | 525 |
| Kantabanji | 549 | 569 | 621 | 372 | 354 | 566 | 540 |
| Muribahal | 559 | 578 | 630 | 381 | 363 | 575 | 549 |
| Titilagarh | 570 | 589 | 541 | 392 | 374 | 587 | 561 |
| Kesinga | 578 | 597 | 649 | 400 | .. | 595 | 569 |
| Rupra Road | 588 | 608 | 655 | 410 | .. | 605 | 579 |
| Lanjigarh Road | 599 | 619 | 644 | 422 | .. | 616 | 590 |
| Ambodala | 608 | 627 | 635 | 430 | .. | 624 | 598 |
| Doikalhe* | 615 | 634 | 628 | 437 | .. | 632 | 606 |
| Muniguda | 623 | 643 | 620 | 446 | .. | 640 | 614 |
| Bissamcuttack | 634 | 653 | 609 | 456 | .. | 650 | 624 |

* Not yet open for Coal.

§ A transhipment charge of Re. 0-6-10 per ton is levied on all Coal, Coke and Patent fuel booked via Raipur to stations on the Dhamtari Branch.

§§ Open for traffic booked to or by the Kurasia Colliery.

† The stations on the Anuppur-Manendragarh Section of C. I. C. Ry. are reached via Anuppur. The following are the distances from via Anuppur:—

| | | | |
|-----------------|-----------|--------------------|-----------|
| Dhurwasin | 10 miles. | Bijuri | 30 miles. |
| Kotma | 20 " | Manendragarh | 40 " |
| | | Chirmiri | 54 " |

(a) Converted into flag station on and from 8th March 1937.

| Station to | Distance. | | | | | | |
|------------------------|-------------|-----------|------------|------------------|----------------|----------------|----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Kami Murwara | Via Jubbulpore | Via Chhindwara | Via Barka Kana |
| Broad Gauge. | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Kumhari | 452 | 471 | 523 | 274 | .. | 469 | 442 |
| Bhilai | 459 | 478 | 530 | 281 | .. | 476 | 449 |
| Drug | 467 | 487 | 539 | 289 | .. | 484 | 458 |
| Muripar | 477 | 496 | 548 | 299 | .. | 494 | 467 |
| Raj-Nandgaon | 486 | 505 | 557 | 308 | .. | 503 | 477 |
| Bakal* | 493 | 512 | 564 | 315 | .. | 509 | 483 |
| Musra | 498 | 517 | 569 | 320 | .. | 514 | 488 |
| Jatkanhar†† | 502 | 521 | 573 | 324 | .. | 518 | 492 |
| Dongargarh | 506 | 525 | 577 | 327 | .. | 522 | 496 |
| Paniyajobi | 511 | 530 | 582 | 332 | 182½ | 527 | 501 |
| Bortalao | 516 | 535 | 587 | 338 | 177½ | 533 | 506 |
| Darekasa | 521 | 540 | 592 | 343 | 172½ | 538 | 511 |
| Salekasa | 528 | 547 | 599 | 350 | 165½ | 545 | 518 |
| Amgaon | 537 | 556 | 608 | 359 | 156½ | 554 | 527 |
| Gudma | 544 | 563 | 615 | 366 | 149½ | 560 | 534 |
| Gondia | 551 | 570 | 622 | 373 | 142½ | 568 | 541 |
| Gangajhiri | 560 | 579 | 631 | 382 | 151½ | 577 | 550 |
| Tirora | 569 | 589 | 641 | 391 | 160½ | 586 | 560 |
| Mundikota | 576 | 595 | 647 | 398 | 166½ | 592 | 566 |
| Tumsar Road | 582 | 601 | 653 | 404 | 173½ | 599 | 572 |
| Tumsar Town | 586 | 605 | 657 | 408 | 177½ | 603 | 576 |
| Chicholi | 593 | 612 | 664 | 415 | 184½ | 610 | 583 |
| Goberwahi | 596 | 615 | 667 | 418 | 187½ | 613 | 586 |
| Dongree Buzurg | 599 | 618 | 670 | 421 | 190½ | 616 | 589 |
| Sukli | 608 | 627 | 679 | 430 | 199½ | 625 | 598 |
| Tirodi | 612 | 631 | 683 | 434 | 203½ | 629 | 602 |
| Koka | 588 | 608 | 660 | 410 | 179½ | 605 | 579 |
| Bhandara Road | 593 | 612 | 661 | 415 | 184½ | 610 | 584 |
| Khat | 599 | 619 | 671 | 421 | 190½ | 616 | 590 |
| Tharsa | 608 | 628 | 680 | 430 | 199½ | 625 | 599 |
| Chacher | 612 | 632 | 684 | 434 | 203½ | 629 | 603 |
| Salwa | 617 | 636 | 688 | 438 | 207½ | 633 | 607 |
| Kanhan Jn. | 620 | 640 | 691 | 442 | 211½ | 637 | 611 |
| Ramtek Branch— | | | | | | | |
| Dumri Khurd | 627 | 646 | 698 | 449 | 217½ | 643 | 617 |
| Ramtek | 634 | 654 | 706 | 456 | 225½ | 651 | 625 |
| Kodonpara† | 636 | 655 | 707 | 458 | 226½ | .. | .. |
| Dhattopahar | 637 | 656 | 708 | 459 | 227½ | .. | .. |
| Kamptee | 623 | 642 | 694 | 445 | 214½ | 640 | 613 |
| Kalamna\|\| .. .. . | 628 | 647 | 699 | 450 | 219½ | 654 | 618 |
| Itwari | 630 | 649 | 701 | 451 | §§220 | 646 | 620 |
| Via Itwari | 630 | 649 | 701 | 451 | §§220 | 646 | 620 |

* Not yet open for Coal.

† Not yet open for Coal, Coke and Patent fuel in full wagon loads in through booking.

†† Not open for Coal in wagon loads.

‡ This distance is *via* Gondia. On Coal, Coke and Patent Fuel booked from E. I. Ry. Colliery stations to this station *via* Naini, Jubbulpore and Gondia, the following transhipment charges should be levied in addition to the rate on the through mileage:—*viz.*, at Jubbulpore Re. 0-5-0 per ton, at Gondia Re. 0-4-6 per ton.

§ In calculating freight charges on Coal, Coke and Patent fuel to this station *via* Jubbulpore a transhipment charge of Re. 0-5-0 per ton only is levied in addition to the through mileage rate.

§§ This distance is *via* Chhindwara. Coal, Coke and Patent Fuel booked to G. I. P. Railway stations *via* Jubbulpore (B. N. Railway) must be routed *via* Itwari and the usual transhipment charges at Jubbulpore and Itwari will be levied.

|| Not yet open for traffic.

| Station to | Distance. | | | | | | |
|--------------------------------------|-------------|-----------|------------|-------------------|----------------|-----------------|-----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Katni Murwara | Via Jubbulpore | Via Chandrapura | Via Barika Kana |
| Broad Gauge. | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Nagpur | 632 | 651 | 703 | 454 | 222† | 648 | 622 |
| Via Nagpur | 634 | 653 | 705 | 456 | .. | 650 | 624 |
| Nagpur (Motibagh) (d) | 632 | 651 | 703 | 454 | 222† | 648 | 622 |
| Narrow Gauge. | | | | | | | |
| Purulia-Lohardaga Branch (a)— | (a) | (a) | (a) | (a) | | (a) | (c) |
| Nadiara* | 56 | 76 | 206 | 528 | .. | .. | .. |
| Gourinathdham | 60 | 79 | 210 | 532 | .. | 77 | 65 |
| Chas Road† | 64 | 83 | 214 | 536 | .. | 81 | 61 |
| Garh Jaipur | 69 | 88 | 219 | 540 | .. | 85 | 57 |
| Begunkodar | 76 | 95 | 226 | 540 | .. | 92 | 50 |
| Jhalda | 81 | 100 | 223 | 535 | .. | 97 | 45 |
| Thulin | 85 | 105 | 218 | 530 | .. | 102 | 40 |
| Silli | 91 | 111 | 218 | 530 | .. | 108 | 40 |
| Barwadag* | 101 | 120 | 227 | 539 | .. | 118 | 49 |
| Jonha | 106 | 125 | 232 | 544 | .. | 123 | 54 |
| Tatisilwai | 118 | 137 | 244 | 556 | .. | 134 | 66 |
| Namkom† | 122 | 141 | 248 | 560 | .. | 139 | 70 |
| Ranchi | 124 | 144 | 251 | 562 | .. | 141 | 73 |
| Argora† | 126 | 145 | 252 | 564 | .. | 142 | 74 |
| Piska | 133 | 152 | 260 | 571 | .. | 150 | 81 |
| Itky | 138 | 157 | 265 | 576 | .. | 155 | 86 |
| Tangerbansli | 142 | 162 | 269 | 580 | .. | 159 | 91 |
| Narkopi† | 149 | 168 | 275 | 587 | .. | 165 | 97 |
| Nagjua | 154 | 174 | 281 | 593 | .. | 171 | 103 |
| Irgaon (b) | 161 | 180 | 287 | 599 | .. | 177 | 109 |
| Lohardaga | 167 | 186 | 293 | 605 | .. | 184 | 115 |
| Dhamtari Branch (b)— | (b) | (b) | (b) | (b) | | (b) | (b) |
| Raipur City†† | 446 | 465 | 517 | 268 | .. | 462 | 436 |
| Abhanpur | 461 | 481 | 533 | 283 | .. | 478 | 452 |
| Rajim | 472 | 491 | 543 | 293 | .. | 488 | 462 |
| Kurud | 476 | 495 | 547 | 297 | .. | 492 | 466 |
| Dhamtari | 489 | 508 | 560 | 311 | .. | 506 | 480 |
| Satpura Extension (c) (d)— | (e) | (e) | (e) | (e) | (f) | | |
| Birsola | 562 | 581 | 633 | 383 | 131 | 578 | 552 |
| Hatta Road | 569 | 588 | 610 | 391 | 124 | 586 | 559 |
| Balaghat | 576 | 596 | 648 | 398 | 116 | 593 | 567 |

* Not yet open for traffic.

† Not yet open for Coal, Coke and Patent Fuel in full wagon loads in through booking.

‡ This distance is *via* Gondia. On Coal, Coke and Patent Fuel booked from E. I. Ry. Colliery stations to this station *via* Naini, Jubbulpore and Gondia, the following transshipment charges should be levied in addition to the rate on the through mileage:—*viz.*, at Jubbulpore Re. 0-5-0 per ton, at Gondia Re. 0-4-6 per ton.†† Closed for traffic from Broad Gauge stations of the B. N. Railway and *via*.

(a) A transshipment charge of Re. 0-6-10 per ton at Purulia must be levied on all Coal, Coke and Patent Fuel booked to the stations on the Purulia-Lohardaga Branch.

(b) A transshipment charge of Re. 0-6-10 per ton at Raipur must be levied on all Coal, Coke and Patent Fuel booked to the stations on the Dhamtari Branch.

(c) A transshipment charge of Re. 0-6-10 per ton at Muri must be levied on all Coal, Coke and Patent Fuel booked to the stations on the Purulia-Lohardaga Branch.

(d) Open for B. N. Railway Stores and materials only (including Loco. Coal).

(e) A transshipment charge of Re. 0-4-6 per ton at Gondia must be levied on all Coal, Coke and Patent Fuel booked to these stations (except in booking *via* Jubbulpore).(f) A transshipment charge of Re. 0-5-0 per ton is levied on all Coal, Coke and Patent Fuel booked to these stations *via* Jubbulpore.

| Station to | Distance | | | | | | |
|----------------------------------|-------------|-----------|------------|-------------------|----------------|-----------------|----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Katni Murwara | Via Jubbulpore | Via Chandrapura | Via Barka-Kana |
| Narrow Gauge. | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Satpura Extension (c) (d)— | (c) | (c) | (c) | (c) | (c) | (c) | (c) |
| Katangi Branch— | | | | | | | |
| Waraseoni | 588 | 607 | 659 | 409 | 127 | 604 | 578 |
| Saong | 592 | 612 | 664 | 414 | 132 | 609 | 583 |
| Katangi | 606 | 625 | 677 | 428 | 145 | 622 | 596 |
| Samnapur | 586 | 606 | 658 | 408 | 106 | 603 | 577 |
| Charegaon | 595 | 614 | 666 | 417 | 98 | 612 | 585 |
| Lamta | 602 | 621 | 673 | 424 | 91 | 618 | 592 |
| Nagarwara | 607 | 626 | 678 | 429 | 86 | 624 | 597 |
| Padreganj | 615 | 634 | 686 | 436 | 78 | 631 | 605 |
| Nainpur | 624 | 643 | 695 | 446 | 69 | 640 | 614 |
| Keolaree | 638 | 657 | 709 | 460 | 83 | 655 | 628 |
| Palari | 646 | 665 | 717 | 468 | 91 | 663 | 636 |
| Kanhiwara | 654 | 673 | 725 | 475 | 99 | 670 | 644 |
| Bhoma | 658 | 677 | 729 | 480 | 103 | 675 | 648 |
| Seoni | 671 | 690 | 742 | 493 | 116 | 688 | 661 |
| Peepardahee | 680 | 700 | 752 | 502 | 126 | 697 | 671 |
| Karaboh | 690 | 709 | 761 | 512 | 135 | 707 | 680 |
| Jhilmilli | 699 | 718 | 770 | 521 | 144 | 715 | 689 |
| Chhindwara | 711 | 730 | 782 | 533 | 156 | 728 | 701 |
| Khirsadoh | 727 | 746 | 798 | 549 | 172 | 744 | 718 |
| Parasia and <i>via</i> * | 728 | 748 | 800 | 550 | 174 | 745 | 719 |
| Barkuhi | 733 | 752 | 804 | 555 | 178 | 750 | 723 |
| Mandla Branch (c) (d)— | | | | | | | |
| Chiraidongri | 635 | 655 | 707 | 457 | 81 | 652 | 626 |
| Bamhnibanjar | 642 | 661 | 713 | 464 | 87 | 659 | 633 |
| Limaure† | 646 | 665 | 717 | 468 | 91 | 662 | 636 |
| Mandla Fort | 650 | 669 | 721 | 472 | 95 | 667 | 641 |
| Satpura Extension (c) (d)— | | | | | | | |
| Pindrai | 631 | 651 | 703 | 453 | 61 | 648 | 622 |
| Ghunsore | 645 | 664 | 716 | 467 | 47 | 662 | 636 |
| Binaiki | 651 | 670 | 722 | 473 | 42 | 668 | 641 |
| Shikara | 658 | 678 | 730 | 480 | 34 | 676 | 649 |
| Sukree Mangela | 668 | 687 | 739 | 490 | 25 | 684 | 658 |
| Burgi | 675 | 694 | 746 | 497 | 18 | 691 | 665 |
| Gowarighat | 687 | 706 | 758 | 509 | 6 | 704 | 677 |
| Howbagh Jubbulpore § | 691 | 710 | 762 | 513 | 2 | 708 | 681 |
| <i>Via</i> Jubbulpore† | 692 | 711 | 763 | 514 | .. | 709 | 683 |

* Coal, Coke and Patent Fuel from Pench Valley Collieries served by the B. N. Railway to stations on G. I. P. Railway and *via* can be booked *via* Parasia Junction. Coal, Coke and Patent Fuel cannot be rebooked at Parasia Junction. † Open for 50 maunds per train.

§ The transhipment charge of Re. 0-5-0 per ton at Jubbulpore is not leviable on Coal and Coke booked to the Perfect Pottery Co., Howbagh Jubbulpore, *via* Naini and Jubbulpore.

(c) A transhipment charge of Re. 0-4-6 per ton at Gondia must be levied on all Coal, Coke and Patent Fuel booked to these stations (except in booking *via* Jubbulpore).

(d) A transhipment charge of Re. 0-5-0 per ton is levied on all Coal, Coke and Patent Fuel booked to these stations *via* Jubbulpore.

† A transhipment charge of Re. 0-5-0 per ton is levied on all Coal, Coke and Patent Fuel booked *via* Jubbulpore.

| Station to | Distance | | | | | | |
|----------------------------------------------|-------------|-----------|------------|-------------------|----------------|-----------------|----------------|
| | Via Asansol | Via Gomoh | Via Howrah | Via Katni Murwara | Via Jubbulpore | Via Chandrapura | Via Barka Kana |
| Narrow Gauge. | Mile | Mile | Mile | Mile | Mile | Mile | Mile |
| Gondia-Chanda-Nagpur Section (c) (d)— | (c) | (c) | (c) | (c) | (d) | (c) | (c) |
| Hirdamalee | 560 | 580 | 632 | 382 | 151 | 577 | 551 |
| Gongle | 570 | 589 | 641 | 391 | 160 | 586 | 560 |
| Sonder | 580 | 599 | 651 | 402 | 171 | 597 | 570 |
| Gondumrit | 585 | 604 | 656 | 407 | 175 | 602 | 575 |
| Dewalgaon | 592 | 611 | 663 | 413 | 182 | 608 | 582 |
| Arjuni | 601 | 620 | 672 | 422 | 191 | 617 | 591 |
| Wadegaon | 606 | 625 | 677 | 427 | 196 | 622 | 596 |
| Warsa | 615 | 635 | 687 | 437 | 206 | 632 | 606 |
| Brahmanpuri | 623 | 642 | 694 | 445 | 213 | 639 | 613 |
| Nagbhir | 633 | 652 | 704 | 455 | 224 | 650 | 623 |
| Talodhi Road | 643 | 662 | 714 | 465 | 233 | 660 | 633 |
| Alewahi | 650 | 669 | 721 | 472 | 241 | 667 | 640 |
| Sindewahi | 655 | 675 | 727 | 477 | 246 | 672 | 646 |
| Rajoli | 664 | 683 | 735 | 485 | 254 | 680 | 654 |
| Mul Maroda | 674 | 693 | 745 | 496 | 264 | 691 | 664 |
| Kelzur | 683 | 703 | 755 | 505 | 274 | 700 | 674 |
| Chichpalli* | 691 | 711 | 763 | 513 | 282 | 708 | 682 |
| Chanda Fort | 701 | 721 | 773 | 523 | 292 | 718 | 692 |
| Tempa | 643 | 663 | 715 | 465 | 234 | 660 | 634 |
| Pauni Road | 649 | 668 | 720 | 471 | 239 | 666 | 639 |
| Bhiwapur | 652 | 672 | 724 | 774 | 243 | 669 | 643 |
| Gondia-Chanda-Nagpur Section (f) (d)— | (f) | (f) | (f) | (f) | (d) | (f) | (f) |
| Umrer | 662 | 681 | 733 | 484 | 252 | 679 | 652 |
| Bamhani | 655 | 674 | 726 | 477 | 246 | 672 | 645 |
| Kuhi | 649 | 668 | 720 | 470 | 239 | 665 | 639 |
| Titur | 643 | 662 | 714 | 465 | 233 | 660 | 633 |
| Dighori | 638 | 657 | 709 | 459 | 228 | 654 | 628 |
| Itwari-Chhindwara Section (f) (d)— | | | | | | | |
| Khaper Kheda | 639 | 658 | 710 | 460 | 229 | 655 | 629 |
| Patansaongi | 647 | 666 | 718 | 469 | 228 | 664 | 637 |
| Saoner | 653 | 673 | 725 | 475 | 221 | 670 | 644 |
| Khapa | 658 | 677 | 729 | 480 | 226 | 675 | 648 |
| Kelod | 660 | 679 | 731 | 481 | 215 | 676 | 650 |
| Lodhikhera | 669 | 688 | 740 | 490 | 208 | 685 | 659 |
| Saugar | 676 | 695 | 747 | 497 | 199 | 692 | 666 |
| Ramakona | 680 | 699 | 751 | 502 | 195 | 697 | 670 |
| Bheermalgondee | 687 | 707 | 759 | 509 | 187 | 704 | 678 |
| Kukra Khapa† | 696 | 715 | 767 | 518 | 179 | 713 | 686 |
| Umrnalla | 703 | 722 | 774 | 525 | 172 | 720 | 693 |
| Linga | 711 | 730 | 782 | 533 | 164 | 728 | 701 |

* Not yet open for traffic.

† Closed.

(c) A transhipment charge of Re. 0-4-6 per ton at Gondia must be levied on all Coal, Coke and Patent fuel booked to these stations except in booking *via* Jubbulpore.

(d) A transhipment charge of Re. 0-5-0 per ton is levied on all Coal, Coke and Patent fuel booked to these stations *via* Jubbulpore.

(f) A transhipment charge of Re. 0-4-6 per ton at Itwari must be levied on all Coal, Coke and Patent fuel booked to these stations except in booking *via* Jubbulpore.

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah siding | Palasthali | Panchra | Route. |
|-----------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adra ... | 1 6 0 | 1 8 0 | 1 10 0 | 1 10 0 | 1 13 0 | 2 1 0 | 1 13 0 | Via Asansol. |
| Akaltara ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | Ditto. |
| Andul ... | 3 3 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 1 0 | 3 12 0 | Via Howrah. |
| Bagnan ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 8 0 | 4 3 0 | Ditto. |
| Bakhrabad ... | 4 3 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 | 5 1 0 | 4 10 0 | Via Asansol. |
| Bala Ghat (b) ... | 8 0 6 | 8 0 6 | 8 0 6 | 8 0 6 | 8 0 6 | 8 2 6 | 8 2 6 | Ditto. |
| Balasore ... | 5 5 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 12 0 | 6 1 0 | 5 12 0 | Ditto. |
| Ballichuk ... | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 15 0 | 4 10 0 | Ditto. |
| Bankura & via (c) ... | 2 1 0 | 2 6 0 | 2 8 0 | 2 8 0 | 2 8 0 | 2 15 0 | 2 10 0 | Ditto. |
| Barahabhum ... | 2 6 0 | 2 10 0 | 2 10 0 | 2 13 0 | 2 13 0 | 3 1 0 | 2 15 0 | Ditto. |
| Bara Jamda ... | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 1 0 | 5 5 0 | 5 3 0 | Ditto. |
| Barang ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | Ditto. |
| Basta ... | 5 1 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 10 0 | 5 8 0 | Ditto. |
| Bauria ... | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 3 0 | 3 15 0 | Via Howrah. |
| Bhogpur ... | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 12 0 | 4 8 0 | Ditto. |
| Birmitrapur ... | 5 5 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 6 1 0 | 5 12 0 | Ditto. |
| Burnpore ... | 0 15 0 | 1 1 0 | 1 1 0 | 1 4 0 | 1 4 0 | 1 10 0 | 1 4 0 | Ditto. |

| Station | Raniganj | Raniganj Siding. (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka | Jainti Siding | Route. |
|-----------------------|-----------|------------------------------------------|---------------|------------|-----------|-----------|---------------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adra ... | 1 4 0 | 1 4 0 | 1 6 0 | 1 1 0 | ... | 1 1 0 | 1 15 0 | Via Asansol. |
| Akaltara ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | ... | 6 5 0 | 6 5 0 | Ditto. |
| Andul ... | 3 6 0 | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 10 0 | Via Howrah. |
| Bagnan ... | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | Ditto. |
| Bakhrabad ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 1 0 | ... | 3 15 0 | 4 15 0 | Via Asansol. |
| Bala Ghat (b) ... | 7 14 6 | 7 14 6 | 8 0 6 | 7 14 6 | ... | 7 14 6 | 8 2 6 | Ditto. |
| Balasore ... | 5 5 0 | 5 5 0 | 5 5 0 | 5 3 0 | ... | 5 3 0 | 5 15 0 | Ditto. |
| Ballichuk ... | 4 1 0 | 4 1 0 | 4 1 0 | 3 15 0 | ... | 3 15 0 | 4 12 0 | Ditto. |
| Bankura & via (c) ... | 2 1 0 | 2 1 0 | 2 1 0 | 1 13 0 | ... | 1 13 0 | 2 13 0 | Ditto. |
| Barahabhum ... | 2 6 0 | 2 6 0 | 2 6 0 | 2 1 0 | ... | 2 1 0 | 3 1 0 | Ditto. |
| Bara Jamda ... | 4 10 0 | 4 10 0 | 4 12 0 | 4 8 0 | ... | 4 8 0 | 5 5 0 | Ditto. |
| Barang ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | ... | 6 5 0 | 6 5 0 | Ditto. |
| Basta ... | 5 1 0 | 5 1 0 | 5 1 0 | 4 12 0 | ... | 4 12 0 | 5 10 0 | Ditto. |
| Bauria ... | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 12 0 | Via Howrah. |
| Bhogpur ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0* | ... | 4 3 0 | 5 3 0 | Via Asansol. |
| Birmitrapur ... | 5 5 0 | 5 5 0 | 5 5 0 | 5 3 0 | ... | 5 3 0 | 5 15 0 | Ditto. |
| Burnpore ... | 0 15 0 | 0 15 0 | 0 15 0 | 0 15 0 | ... | 0 15 0 | 1 8 0 | Ditto. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.. | § These rates apply via Howrah.

(b) These rates include the transshipment charge of Re. 0-4-6 per ton at Gondia.

(c) In booking via Bankura to B. D. Ry. stations the usual transshipment charge must be levied.
N. B.—(i) A surcharge of 12½ per cent. of the total freight charges subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge of the consignment should be levied in addition (except on Soft Coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on Soft Coke.

In the case of traffic from sidings situated between Raniganj and Kalipahari referred to at pages 88 and 89 (except Searsole Nos. 1 and 2, North Nimcha, South Nimcha, East Nimcha and Jamehari) this rate applies via Howrah.

B. N. Railway

| Stations | Karmatar | Sitarampur | Shamdi | Kulti | Barakar | Mugma | Mugma West | Route. |
|-----------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adra ... | 1 13 0 | 1 1 0 | 1 4 0 | 1 4 0 | 1 4 0 | 1 6 0 | 1 6 0 | Via Asansol. |
| Akaltara ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | Ditto. |
| Andul ... | 4 8 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | Via Howrah. |
| Bagnan ... | 5 1 0 | 4 6 0 | 4 8 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | Ditto. |
| Bakhrabad ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | Via Asansol. |
| Bala Ghat (b) ... | 8 2 6 | 7 14 6 | 7 14 6 | 7 14 6 | 7 14 6 | 8 0 6 | 8 0 6 | Ditto. |
| Balasore ... | 5 12 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | 5 8 0 | 5 8 0 | Ditto. |
| Ballichuk ... | 4 10 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | Ditto. |
| Bankura & via (c) ... | 2 10 0 | 1 15 0 | 2 1 0 | 1 15 0 | 2 1 0 | 2 1 0 | 2 4 0 | Ditto. |
| Barahabhum ... | 2 15 0 | 2 4 0 | 2 6 0 | 2 4 0 | 2 4 0 | 2 6 0 | 2 6 0 | Ditto. |
| Bara Jamda ... | 5 3 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | Ditto. |
| Barang ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | Ditto. |
| Basta ... | 5 8 0 | 4 15 0 | 5 1 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 1 0 | Ditto. |
| Bauria ... | 4 10 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | Via Howrah. |
| Bhogpur ... | 5 1 0 | 4 6 0 | 4 8 0 | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 | Via Asansol. |
| Birmiltrapur ... | 5 12 0 | 5 3 0 | 5 5 0 | 5 3 0 | 5 5 0 | 5 5 0 | 5 5 0 | Ditto. |
| Burnpore ... | 1 6 0 | 0 15 0 | 0 15 0 | 0 15 0 | 0 15 0 | 0 15 0 | 0 15 0 | Ditto. |

| Stations | Kaioobathan | Dhanbad | Kusunda, Herriah, Pathardini & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chhara | Route. |
|-----------------------|-------------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adra ... | 1 8 0 | 1 13 0 | 0 15 0 | 2 13 0 | 2 13 0 | 2 13 0 | 1 8 0 | Via Asansol. |
| Akaltara ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 5 0 | Ditto. |
| Andul ... | 4 3 0 | 4 8 0 | 4 8 6 | 5 5 0 | 5 5 0 | 5 5 0 | 3 8 0 | Via Howrah. |
| Bagnan ... | 4 10 0 | 5 1 0 | 4 8 0 | 5 12 0 | 5 12 0 | 5 12 0 | 3 15 0 | Ditto. |
| Bakhrabad ... | 4 6 0 | 4 12 0 | 3 12 0 | 5 8 0 | 5 8 0 | 5 10 0 | 4 8 0 | Via Asansol. |
| Bala Ghat (b) ... | 8 0 6 | 8 2 6 | 7 14 6 | 8 7 6 | 8 7 6 | 8 7 6 | 8 0 6 | Ditto. |
| Balasore ... | 5 8 0 | 5 12 0 | 5 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 10 0 | Ditto. |
| Ballichuk ... | 4 6 0 | 4 10 0 | 3 12 0 | 5 8 0 | 5 8 0 | 5 8 0 | 4 6 0 | Ditto. |
| Bankura & via (c) ... | 2 4 0 | 2 10 0 | 1 15 0 | 3 8 0 | 3 8 0 | 3 10 0 | 2 6 0 | Ditto. |
| Barahabhum ... | 2 8 0 | 2 15 0 | 2 1 0 | 3 12 0 | 3 12 0 | 3 15 0 | 2 10 0 | Ditto. |
| Bara Jamda ... | 4 15 0 | 5 3 0 | 4 6 0 | 5 15 0 | 5 15 0 | 6 1 0 | 4 15 0 | Ditto. |
| Barang ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | Ditto. |
| Basta ... | 5 3 0 | 5 8 0 | 4 12 0 | 6 3 0 | 6 3 0 | 6 5 0 | 5 3 0 | Ditto. |
| Bauria ... | 4 6 0 | 4 10 0 | 4 8 6 | 5 8 0 | 5 8 0 | 5 8 0 | 3 10 0 | Via Howrah. |
| Bhogpur ... | 4 12 0 | 5 1 0 | 4 3 0 | 5 12 0 | 5 12 0 | 5 15 0 | 4 3 0 | Via Asansol. |
| Birmiltrapur ... | 5 8 0 | 5 12 0 | 5 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 10 0 | Ditto. |
| Burnpore ... | 0 15 0 | 1 6 0 | 1 6 0 | 2 4 0 | 2 4 0 | 2 6 0 | 1 1 0 | Ditto. |

Note.—These rates include the E. I. Railway Terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-4-0 per ton.

§ These rates apply via Howrah.

(b) These rates include the transhipment charge of Re. 0-4-6 per ton at Gondia (except where otherwise specified).

(c) In booking via Bankura to B. D. R. Railway stations the usual transhipment charge of Re. 0-6-10 per ton must be levied in addition.

N. B.—See notes (i) and (ii) under "NB" at page 501 regarding surcharge leviable in addition

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route. |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adra ... | 1 8 0 | 1 8 0 | 1 8 0 | 1 6 0 | 1 6 0 | 1 8 0 | 1 13 0 | Via Asansol. |
| Akaltara ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | Ditto. |
| Andul ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | Via Howrah. |
| Bagnan ... | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 | Ditto. |
| Bakhrabad ... | 4 6 0 | 4 8 0 | 4 6 0 | 4 6 0 | 4 3 0 | 4 8 0 | 4 12 0 | Via Asansol. |
| Bala Ghat (b) ... | 8 0 6 | 8 0 6 | 8 0 6 | 8 0 6 | 8 0 6 | 8 0 6 | 8 2 6 | Ditto. |
| Balasore ... | 5 8 0 | 5 10 0 | 5 8 0 | 5 8 0 | 5 5 0 | 5 10 0 | 5 12 0 | Ditto. |
| Ballichuk ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 3 0 | 4 1 0 | 4 8 0 | 4 10 0 | Ditto. |
| Bankura & via (c) ... | 2 6 0 | 2 6 0 | 2 4 0 | 2 4 0 | 2 1 0 | 2 8 0 | 2 10 0 | Ditto. |
| Barahabhum ... | 2 8 0 | 2 10 0 | 2 8 0 | 2 8 0 | 2 6 0 | 2 10 0 | 2 13 0 | Ditto. |
| Bara Jamda ... | 4 15 0 | 4 15 0 | 4 15 0 | 4 12 0 | 4 12 0 | 5 1 0 | 5 3 0 | Ditto. |
| Barang ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | Ditto. |
| Basta ... | 5 3 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 1 0 | 5 5 0 | 5 8 0 | Ditto. |
| Bauria ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 1 0 | Via Howrah. |
| Bhogpur ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 10 0 | Ditto. |
| Birmitrapur ... | 5 8 0 | 5 10 0 | 5 8 0 | 5 8 0 | 5 5 0 | 5 10 0 | 5 12 0 | Ditto. |
| Burnpore ... | 0 15 0 | 1 1 0 | 0 15 0 | 0 15 0 | 0 15 0 | 1 1 0 | 1 6 0 | Ditto. |

| Stations | Rajhara | Rajhara Siding | Bermo | Ranchi Road | Barkakana | Ray | Route. |
|-----------------------|-----------|----------------|-----------|-------------|-----------|-----------|----------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Adra ... | 5 8 0 | 5 8 0 | 1 10 0† | ... | 2 10 0† | 3 6 0 | Via Barkakana. |
| Akaltara ... | 6 14 0 | 6 14 0 | 6 5 0† | 6 5 0 | ... | 6 5 0 | Ditto. |
| Andul ... | 6 5 0 | 6 5 0 | (d) | ... | (d) | 6 5 0 | Ditto. |
| Bagnan ... | 6 5 0 | 6 5 0 | 5 1 0† | 5 10 0 | ... | 6 1 0 | Ditto. |
| Bakhrabad ... | 6 5 0 | 6 5 0 | 4 8 0† | 5 3 0 | ... | 5 10 0 | Ditto. |
| Bala Ghat (b) ... | 7 15 0e | 7 15 0e | 8 0 6† | 7 14 6 | ... | 8 0 6 | Ditto. |
| Balasore ... | 6 5 0 | 6 5 0 | 5 10 0† | 6 3 0 | ... | 6 5 0 | Ditto. |
| Ballichuk ... | 6 5 0 | 6 5 0 | 4 8 0† | 5 1 0 | ... | 5 8 0 | Ditto. |
| Bankura & via (c) ... | 6 1 0 | 6 1 0 | 2 6 0† | ... | 3 6 0† | 4 1 0 | Ditto. |
| Barahabhum ... | 5 5 0 | 5 5 0 | 2 10 0† | 2 10 0 | ... | 3 3 0 | Ditto. |
| Bara Jamda ... | 6 5 0 | 6 5 0 | 5 1 0† | 4 6 0 | ... | 4 15 0 | Ditto. |
| Barang ... | 7 1 0 | 7 1 0 | 6 5 0† | 6 5 0 | ... | 6 5 0 | Ditto. |
| Basta ... | 6 3 0 | 6 3 0 | 5 5 0† | 5 12 0 | ... | 6 3 0 | Ditto. |
| Bauria ... | 6 5 0 | 6 5 0 | (d) | ... | (d) | 6 5 0 | Ditto. |
| Bhogpur ... | 6 5 0 | 6 5 0 | 4 15 0† | 5 1 0 | ... | 5 15 0 | Ditto. |
| Birmitrapur ... | 6 5 0 | 6 5 0 | 5 10 0† | ... | ... | 5 8 0 | Ditto. |
| Burnpore ... | 5 15 0 | 5 15 0 | 2 4 0† | 6 5 0 | 3 1 0† | 3 15 0 | Ditto. |

† These rates apply via Chandrapura.

Note.—These rates include the E. I. Railway Terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.

(b) These rates include the transshipment charge of Re. 0-4-6 per ton at Gondia (except where otherwise specified).

(c) In booking via Bankura to B. D. R. Railway stations the usual transshipment charge of Re. 0-6-10 per ton must be levied in addition.

(d) For special rate, between these points see page 483.

(e) These rates apply via Nainal and Jubbulpore and include a transshipment charge of Re. 0-5-0 per ton at Jubbulpore.

N. B.—See notes (i) and (ii) under "NB" at page 501 regarding surcharge leviable in addition.

B. N. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|--------------------------------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chaibasa ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 6 0 | 4 1 0 | Via Asansol. |
| Chakulia ... | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 15 0 | 4 10 0 | " |
| Chhatna ... | 1 15 0 | 2 1 0 | 2 4 0 | 2 4 0 | 2 6 0 | 2 10 0 | 2 6 0 | " |
| Contal Road ... | 4 6 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 12 0 | 5 1 0 | 4 12 0 | " |
| Chengail (for Prem Chand Jute Mill Siding) §§ | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 3 0 | 3 15 0 | Via Howrah. |
| Chipurupali ... | 7 7 0 | 7 10 0 | 7 10 0 | 7 10 0 | 7 10 0 | 7 12 0 | 7 10 0 | Via Asansol |
| Charbatia ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |
| Cuttack (c) ... | 6 7 0 | 6 7 0 | 6 7 0 | 6 7 0 | 6 5 0 | 6 7 0 | 6 7 0 | " |
| Delta & Belvedere Jute Mills Siding at Sankrail. | 3 10 6 | 3 12 6 | 3 14 6 | 3 14 6 | 3 14 6 | 4 5 6 | 4 0 6 | Via Howrah. |
| Deulti ... | 3 12 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 10 0 | 4 6 0 | " |
| Fort Gloster ... | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 3 0 | 3 15 0 | " |
| Fuleswar New Ring Mill Co.'s Siding. | 3 12 6 | 4 0 6 | 4 0 6 | 4 3 6 | 4 3 6 | 4 10 6 | 4 3 6 | " |

| Stations | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|--------------------------------------------------|-----------|------------------------------|---------------|-----------|-----------|-----------|---------------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chaibasa ... | 3 8 0 | 3 8 0 | 3 10 0 | 3 6 0 | ... | 3 6 0 | 4 3 0 | Via Asansol. |
| Chakulia ... | 4 1 0 | 4 1 0 | 4 3 0 | 3 15 0 | ... | 3 15 0 | 4 12 0 | " |
| Chhatna ... | 1 13 0 | 1 13 0 | 1 15 0 | 1 10 0 | ... | 1 10 0 | 2 10 0 | " |
| Contal Road ... | 4 3 0 | 4 3 0 | 4 6 0 | 4 1 0 | ... | 4 1 0 | 4 15 0 | " |
| Chengail (for Prem Chand Jute Mill Siding) §§ | 3 10 0 | 3 10 0 | 3 10 | 3 12 0 | 3 15 0 | 3 15 0 | 4 15 0 | Via Howrah. |
| Chipurupali ... | 7 7 0 | 7 7 0 | 7 7 0 | 7 7 0 | ... | 7 7 0 | 7 12 0 | Via Asansol. |
| Charbatia ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | ... | 6 5 0 | 6 5 0 | " |
| Cuttack (c) ... | 6 7 0 | 6 7 0 | 6 7 0 | 6 7 0 | ... | 6 7 0 | 6 7 0 | " |
| Delta & Belvedere Jute Mills Siding at Sankrail. | 3 12 6 | 3 12 6 | 3 12 6 | 3 14 6 | 3 14 6 | 4 0 6 | 5 0 6 | Via Howrah. |
| Deulti ... | 3 15 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 5 3 0 | " |
| Fort Gloster ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 15 0 | " |
| Fuleswar New Ring Mill Co.'s Siding. | 3 14 6 | 3 14 6 | 3 14 6 | 4 0 6 | 4 3 6 | 4 3 6 | 5 3 6 | " |

Note.—These rates include the E. I. Ry. Terminal charge of Re. 0-4-0 per ton and the P. N Ry. terminal charge of Re. 0-2-0 per ton.

§§ A siding charge of Re. 0-4-6 per ton must be levied in addition to these rates.

N. B.—See notes (I) and (II) under "N. B." at page 501 regarding surcharge leviable in addition.

(c) These rates include the B. N. Ry. special Terminal charge of Re. 0-2-0 per ton.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|--------------------------------------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chaibasa ... | 4 1 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | Via Asansol. |
| Chakulia ... | 4 10 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | " |
| Chhatna ... | 2 6 0 | 1 10 0 | 1 15 0 | 1 13 0 | 1 13 0 | 1 15 0 | 1 15 0 | " |
| Contai Road ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | " |
| Chengail (for Prem Chand Jute Mill Siding) §§ | 4 12 0 | 4 1 0 | 4 3 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | Via Howrah. |
| Chipurupali ... | 7 10 0 | 7 7 0 | 7 7 0 | 7 7 0 | 7 7 0 | 7 7 0 | 7 7 0 | Via Asansol. |
| Charbatia ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |
| Cuttack (c) ... | 6 7 0 | 6 7 0 | 6 7 0 | 6 7 0 | 6 7 0 | 6 7 0 | 6 7 0 | " |
| Delta & Belvedere Jute Mills Siding at Sankrail. | 4 12 6 | 4 0 6 | 4 5 6 | 4 3 6 | 4 3 6 | 4 5 6 | 4 5 6 | Via Howrah. |
| Deulti ... | 5 1 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 | " |
| Fort Gloster ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | " |
| Fuleshwar New Ring Mill Co.'s Siding. | 5 0 6 | 4 5 6 | 4 7 6 | 4 5 6 | 4 7 6 | 4 7 6 | 4 10 6 | " |

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardhi, & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|--------------------------------------------------|-------------|-----------|--------------------------------------------|-----------|-------------|----------------|-----------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chaibasa ... | 3 12 0 | 4 1 0 | 3 3 0 | 5 1 0 | 5 1 0 | 5 1 0 | 3 12 0 | Via Asansol. |
| Chakulia ... | 4 6 0 | 4 10 0 | 3 12 0 | 5 8 0 | 5 8 0 | 5 10 0 | 4 6 0 | " |
| Chhatna ... | 2 1 0 | 2 8 0 | 1 8 0 | 3 6 0 | 3 6 0 | 3 8 0 | 2 4 0 | " |
| Contai Road ... | 4 8 0 | 4 12 0 | 3 15 0 | 5 10 0 | 5 10 0 | 5 10 0 | 4 8 0 | " |
| Chengail (for Prem Chand Jute Mill Siding) §§ | 4 6 0 | 4 12 0 | 4 8 6 | 5 8 0 | 5 8 0 | 5 10 0 | 3 10 0 | Via Howrah. |
| Chipurupali ... | 7 10 0 | 7 10 0 | 7 5 0 | 7 14 0 | 7 14 0 | 7 14 0 | 7 10 0 | Via Asansol. |
| Charbatia ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |
| Cuttack (c) ... | 6 7 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |
| Delta & Belvedere Jute Mills Siding at Sankrail. | 4 7 6 | 4 14 6 | 4 14 6 | 5 9 6 | 5 9 6 | 5 12 6 | 3 12 6 | Via Howrah. |
| Deulti ... | 4 12 0 | 5 1 0 | 4 6 0 | 5 12 0 | 5 12 0 | 5 15 0 | 4 1 0 | " |
| Fort Gloster ... | 4 6 0 | 4 3 0 | 4 8 6† | 5 8 0 | 5 8 0 | 5 10 0 | 3 10 0 | " |
| Fuleshwar New Ring Mill Co.'s Siding. | 4 10 6 | 5 0 6 | 4 14 6 | 5 14 6 | 5 14 6 | 5 14 6 | 4 0 6 | " |

*Note.—The rates include the E. Railway Terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.

§§ A siding charge of Re. 0-4-6 per ton must be levied in addition to these rates.

N. B.—See notes (i) and (ii) under "N. B." at page 501 regarding surcharge leviable in addition.

(c) These rates include the B. N. Ry. special Terminal charge of Re. 0-2-0 per ton.

† The receiving end terminal charge of Re. 0-2-0 per ton should not be levied in this case.

| Stations | Toposi | Singaran | Ikrat | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|--------------------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chaibasa ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 10 0 | 3 10 0 | 3 15 0 | 4 1 0 | Via Asansol. |
| Chakulia ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 3 0 | 4 3 0 | 4 8 0 | 4 10 0 | " |
| Chhatna ... | 2 1 0 | 2 4 0 | 2 1 0 | 2 1 0 | 1 15 0 | 2 4 0 | 2 6 0 | " |
| Contal Road ... | 4 8 0 | 4 8 0 | 4 8 0 | 4 6 0 | 4 6 0 | 4 10 0 | 4 12 0 | " |
| Chengail (for Prem Chand Jute Mill Siding) §§ | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | Via Howrah. |
| Chipurupali ... | 7 10 0 | 7 10 0 | 7 10 0 | 7 7 0 | 7 7 0 | 7 10 0 | 7 10 0 | Via Asansol. |
| Charbatia ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |
| Cuttack (c) ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |
| Delta & Belvedere Jute Mills Siding at Sankrail. | 3 12 6 | 3 12 6 | 3 12 6 | 3 14 6 | 4 0 6 | 4 0 6 | 4 3 6 | Via Howrah. |
| Deulti ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | " |
| Fort Gloster ... | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | " |
| Fuleswar New Ring Mill Co.'s Siding. | 3 14 6 | 4 0 6 | 4 0 6 | 4 0 6 | 4 3 6 | 4 3 6 | 4 5 6 | " |

| Stations | Rajhara | Rajhara Siding | Bermo | Sarak | Barkakana | Ray | Route |
|--------------------------------------------------|-----------|----------------|-----------|-----------|-----------|-----------|-----------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chaibasa ... | 5 12 0 | 5 12 0 | 3 15 0* | 3 3 0 | ... | 3 12 0 | Barkakana |
| Chakulia ... | 6 3 0 | 6 3 0 | 4 8 0* | 3 12 0 | ... | 4 6 0 | " |
| Chhatna ... | 5 15 0 | 5 15 0 | 2 4 0* | ... | 3 3 0* | 3 15 0 | " |
| Contal Road ... | 6 5 0 | 5 15 0 | 4 10 0* | 5 3 0 | ... | 5 10 0 | " |
| Chengail (for Prem Chand Jute Mill Siding) §§ | 6 5 0 | 6 5 0 | 5 5 0* | 5 12 0 | ... | 6 5 0 | " |
| Chipurupali ... | 8 10 0 | 8 10 0 | 7 10 0* | 7 12 0 | ... | 7 14 0 | " |
| Charbatia ... | 7 1 0 | 7 1 0 | 6 5 0* | 6 5 0 | ... | 6 5 0 | " |
| Cuttack (c) ... | 6 14 0 | 6 14 0 | 6 5 0* | 6 5 0 | ... | 6 5 0 | " |
| Delta & Belvedere Jute Mills Siding at Sankrail. | 6 9 6 | 6 9 6 | (d) | ... | (d) | 6 9 6 | " |
| Deulti ... | 6 5 0 | 6 5 0 | 5 1 0* | 5 8 0 | ... | 6 1 0 | " |
| Fort Gloster ... | 6 5 0 | 6 5 0 | (d) | ... | (d) | 6 5 0 | " |
| Fuleswar New Ring Mill Co.'s Siding. | 6 9 6 | 6 9 6 | (d) | ... | (d) | 6 7 6 | " |

Note.—These rates include the E. I. Ry. Terminal charge of Re. 0-4-0 per ton. and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—See notes (i) and (ii) under "N. B." at page 501 regarding surcharge leviable in addition.

(c) These rates include the B. N. Ry. special Terminal charge of Re. 0-2-0 per ton.

(d) For special rate, between these points see page 483.

* These rates apply via Chandrapura.

§§ A siding charge of Re. 0-4-6 per ton must be levied in addition to these rates.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah siding | Palasthali | Panchra | Route |
|---------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Galudih ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 6 0 | 4 1 0 | Via Asansol. |
| Garbeta ... | 2 15 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 6 0 | 3 10 0 | 3 6 0 | " |
| Garden Reach (Calcutta) ¶ | 5 7 6 | 5 10 6 | 5 12 6 | 5 12 6 | 5 14 6 | 6 1 6 | 5 14 6 | " |
| Ghatsila ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 8 0 | 4 3 0 | " |
| Gidni ... | 4 6 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 12 0 | 5 3 0 | 4 1 0 | " |
| Godapeasal ... | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | 3 12 0 | 4 3 0 | 3 15 0 | " |
| Gokulpur ... | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 8 0 | 4 3 0 | " |
| Golanthra ... | 6 12 0 | 6 12 0 | 6 12 0 | 6 14 0 | 6 14 0 | 6 14 0 | 6 14 0 | " |
| Gua ... | 4 15 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 8 0 | 5 3 0 | " |
| Haldipada ... | 5 3 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 15 0 | 5 10 0 | " |
| Haur ... | 4 3 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 5 1 0 | 4 12 0 | Via Howrah. |
| Indrabili ... | 1 8 0 | 1 13 0 | 1 15 0 | 1 15 0 | 1 15 0 | 2 6 0 | 2 1 0 | Via Asansol. |
| Itky (n) ... | 4 5 10 | 4 9 10 | 4 12 10 | 4 12 10 | 4 12 10 | 5 2 10 | 4 14 10 | Via Asansol & Purulia. |
| Jagannadhapuram | 6 10 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 14 0 | 6 12 0 | Via Asansol. |
| Jakpur ... | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 10 0 | 4 6 0 | " |
| Jaleswar ... | 4 12 0 | 5 1 0 | 5 1 0 | 5 1 0 | 5 3 0 | 5 8 0 | 5 3 0 | " |
| Jhadupudu ... | 6 14 0 | 6 14 0 | 6 14 0 | 6 14 0 | 6 14 0 | 7 1 0 | 7 1 0 | " |
| Jhalda (n) ... | 3 0 10 | 3 3 10 | 3 5 10 | 3 5 10 | 3 7 10 | 3 12 10 | 3 7 10 | " |

| Stations | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalpahari | Dhadka | Jainti Siding | Route |
|---------------------------|-----------|------------------------------|---------------|-----------|-----------|---------------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Galudih ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 6 0 | 3 6 0 | 4 3 0 | Via Asansol. |
| Garbeta ... | 2 13 0 | 2 13 0 | 2 15 0 | 2 10 0 | 2 10 0 | 3 10 0 | " |
| Garden Reach (Calcutta) ¶ | 5 7 6 | 5 7 6 | 5 7 6 | 5 5 6 | 5 5 6 | 6 1 6 | " |
| Ghatsila ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 8 0 | 3 8 0 | 4 6 0 | " |
| Gidni ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 1 0 | 4 1 0 | 5 1 0 | " |
| Godapeasal ... | 3 6 0 | 3 6 0 | 3 6 0 | 3 3 0 | 3 3 0 | 4 1 0 | " |
| Gokulpur ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 8 0 | 3 6 0 | 4 6 0 | " |
| Golanthra ... | 6 12 0 | 6 12 0 | 6 12 0 | 6 10 0 | 6 10 0 | 6 14 0 | " |
| Gua ... | 4 12 0 | 4 12 0 | 4 12 0 | 4 10 0 | 4 10 0 | 5 5 0 | " |
| Haldipada ... | 5 3 0 | 5 3 0 | 5 3 0 | 5 1 0 | 5 1 0 | 5 12 0 | " |
| Haur ... | 4 3 0 | 4 3 0 | 4 6 0 | 4 1 0 | 4 1 0 | 4 15 0 | " |
| Indrabili ... | 1 8 0 | 1 8 0 | 1 8 0 | 1 4 0 | 1 4 0 | 2 4 0 | " |
| Itky (n) ... | 4 5 10 | 4 5 10 | 4 5 10 | 4 0 10 | 4 0 10 | 5 0 10 | Via Asansol & Purulia. |
| Jagannadhapuram | 6 10 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 14 0 | Via Asansol. |
| Jakpur ... | 3 12 0 | 3 12 0 | 3 15 0 | 3 10 0 | 3 10 0 | 4 8 0 | " |
| Jaleswar ... | 4 12 0 | 4 12 0 | 4 12 0 | 4 8 0 | 4 8 0 | 5 5 0 | " |
| Jhadupudu ... | 6 12 0 | 6 12 0 | 6 14 0 | 6 12 0 | 6 12 0 | 7 1 0 | " |
| Jhalda (n) ... | 2 14 10 | 2 14 10 | 3 0 10 | 2 12 10 | 2 12 10 | 3 9 10 | " |

¶ These rates include an extra charge of Re. 0-4-6 per ton due at the receiving end.

(n) These rates include the transhipment charge of Re. 0-6-10 per ton at Purulia or at Muri.

* In the case of booking from the undermentioned Colliery sidings on Ondal-Sainthia Chord referred to at page 93 the chargeable rate is Rs. 4-6-0 per ton as from Raniganj via Howrah:—

Harishpur, Harishpur Extension, Parascole, Parascole West, Kajora Nos. 1 and 2, Khas Kajora, Central Kajora, Roy Dutt Kajora and Nodhla.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton. * * *

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 501.

B. N. Ry.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|--------------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Galudih ... | 4 1 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | Via Asansol. |
| Garbeta ... | 3 6 0 | 2 13 0 | 2 15 0 | 2 13 0 | 2 13 0 | 2 15 0 | 2 15 0 | " |
| Garden Reach (Calcutta)† | 5 14 6 | 5 5 6 | 5 7 6 | 5 5 6 | 5 7 6 | 5 7 6 | 5 7 6 | " |
| Ghatsila ... | 4 3 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | " |
| Gidni ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 | " |
| Godapeasal ... | 3 15 0 | 3 3 0 | 3 6 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 8 0 | " |
| Gokulpur ... | 4 3 0 | 3 8 0 | 3 10 0 | 3 8 0 | 3 10 0 | 3 12 0 | 3 12 0 | " |
| Golanthra ... | 6 14 0 | 6 10 0 | 6 12 0 | 6 10 0 | 6 12 0 | 6 12 0 | 6 12 0 | " |
| Gua ... | 5 5 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 12 0 | 4 15 0 | 4 15 0 | " |
| Haldipada ... | 5 10 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | " |
| Haur ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | " |
| Indrabil ... | 2 1 0 | 1 6 0 | 1 8 0 | 1 6 0 | 1 8 0 | 1 8 0 | 1 10 0 | " |
| Itky (n) ... | 4 14 10 | 4 2 10 | 4 5 10 | 4 2 10 | 4 5 10 | 4 5 10 | 4 7 10 | Via Asansol & Purulia. |
| Jagannadhapuram ... | 6 12 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 10 0 | Via Asansol. |
| Jakpur ... | 4 6 0 | 3 10 0 | 3 12 0 | 6 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | " |
| Jaleswar ... | 5 3 0 | 4 10 0 | 4 12 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | " |
| Jhadupudu ... | 7 1 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 14 0 | 6 14 0 | " |
| Jhalda (n) ... | 3 7 10 | 2 12 10 | 3 0 10 | 2 14 10 | 2 14 10 | 3 0 10 | 3 0 10 | " |

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh | Serampore | Kurhurbaree | Domohani No. 2 | Cham | Route |
|--------------------------|-------------|-----------|------------------------------------------|-----------|-------------|----------------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Galudih ... | 3 12 0 | 4 1 0 | 3 3 0 | 5 1 0 | 5 1 0 | 5 1 0 | 3 12 0 | Via Asansol. |
| Garbeta ... | 3 1 0 | 3 8 0 | 2 8 0 | 4 6 0 | 4 6 0 | 4 8 0 | 3 3 0 | " |
| Garden Reach (Calcutta)† | 5 10 6 | 5 14 6 | 4 8 6 | 6 7 6 | 6 7 6 | 6 7 6 | 5 10 6 | " |
| Ghatsila ... | 3 15 0 | 4 3 0 | 3 6 0 | 5 3 0 | 5 3 0 | 5 3 0 | 3 15 0 | " |
| Gidni ... | 4 8 0 | 4 15 0 | 4 1 0 | 5 10 0 | 5 10 0 | 5 12 0 | 4 10 0 | " |
| Godapeasal ... | 3 10 0 | 3 15 0 | 3 11 0 | 4 15 0 | 4 15 0 | 4 15 0 | 3 10 0 | " |
| Gokulpur ... | 3 15 0 | 4 3 0 | 3 6 0 | 5 1 0 | 5 1 0 | 5 3 0 | 3 15 0 | " |
| Golanthra ... | 6 12 0 | 6 14 0 | 6 10 0 | 7 3 0 | 7 3 0 | 7 3 0 | 6 12 0 | " |
| Gua ... | 5 1 0 | 5 5 0 | 4 8 0 | 6 1 0 | 6 1 0 | 6 1 0 | 5 1 0 | " |
| Haldipada ... | 5 5 0 | 5 10 0 | 4 15 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 8 0 | " |
| Haur ... | 4 8 0 | 4 12 0 | 3 15 0 | 5 10 0 | 5 10 0 | 5 10 0 | 4 8 0 | " |
| Indrabil ... | 1 10 0 | 2 1 0 | 1 4 0 | 2 15 0 | 2 15 0 | 3 1 0 | 1 13 0 | " |
| Itky (n) ... | 4 7 10 | 4 12 10 | 4 0 10 | 5 11 10 | 5 11 10 | 5 11 10 | 4 9 10 | Via Asansol & Purulia. |
| Jagannadhapuram ... | 6 12 0 | 6 12 0 | 6 8 0 | 7 1 0 | 7 1 0 | 7 1 0 | 6 12 0 | Via Asansol. |
| Jakpur ... | 4 1 0 | 4 6 0 | 3 8 0 | 5 3 0 | 5 3 0 | 5 5 0 | 4 1 0 | " |
| Jaleswar ... | 4 15 0 | 5 3 0 | 4 8 0 | 5 15 0 | 5 15 0 | 6 1 0 | 5 1 0 | " |
| Jhadupudu ... | 6 14 0 | 7 1 0 | 6 12 0 | 7 5 0 | 7 5 0 | 7 5 0 | 6 14 0 | " |
| Jhalda (n) ... | 3 3 10 | 3 7 10 | 2 10 10 | 4 7 10 | 4 7 10 | 4 9 10 | 3 3 10 | " |

§ These rates apply via Howrah.

† These rates apply via Barkakana.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, and the B. N. Ry. terminal charge of Re. 0-2-0 per ton..

N. B.—See notes (I) and (II) under "N. B." at page 501 regarding surcharge leviable in addition.

‡ These rates include an extra charge of Re. 0-4-6 per ton due at the receiving end.

(n) These rates include the transshipment charge of Re. 0-6-10 per ton at Purulia or at Muri.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Galudih ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 10 0 | 3 8 0 | 3 15 0 | 4 1 0 | Via Asansol. |
| Garbeta ... | 3 1 0 | 3 3 0 | 3 1 0 | 3 1 0 | 2 15 0 | 3 3 0 | 3 6 0 | " |
| Garden Reach (Calcutta) ¶ | 5 10 6 | 5 10 6 | 5 10 6 | 5 10 6 | 5 7 6 | 5 12 6 | 5 14 6 | " |
| Ghatsila ... | 3 15 0 | 3 15 0 | 3 15 0 | 3 12 0 | 3 10 0 | 4 1 0 | 4 3 0 | " |
| Gidni ... | 4 10 0 | 4 10 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 12 0 | 4 15 0 | " |
| Godapeasal ... | 3 10 0 | 3 10 0 | 3 10 0 | 3 8 0 | 3 6 0 | 3 12 0 | 3 15 0 | " |
| Gokulpur ... | 3 15 0 | 3 15 0 | 3 15 0 | 3 12 0 | 3 10 0 | 4 1 0 | 4 3 0 | " |
| Golanthra ... | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 14 0 | " |
| Gua ... | 5 1 0 | 5 1 0 | 5 1 0 | 4 15 0 | 4 12 0 | 5 3 0 | 5 5 0 | " |
| Haldipada ... | 5 5 0 | 5 8 0 | 5 5 0 | 5 5 0 | 5 3 0 | 5 8 0 | 5 10 0 | " |
| Haur ... | 4 8 0§ | 4 8 0§ | 4 8 0 | 4 6 0 | 4 6 0 | 4 10 0 | 4 12 0 | " |
| Indrabil ... | 1 13 0 | 1 13 0 | 1 10 0 | 1 10 0 | 1 8 0 | 1 15 0 | 2 1 0 | Via Asansol. |
| Itky (n) ... | 4 9 10 | 4 9 10 | 4 7 10 | 4 7 10 | 4 5 10 | 4 12 10 | 4 14 10 | Via Asansol & Purulia. |
| Jagannadhapuram | 6 12 0 | 6 12 0 | 6 12 0 | 6 10 0 | 6 10 0 | 6 12 0 | 6 12 0 | Via Asansol. |
| Jakpur ... | 4 1 0 | 4 1 0 | 4 1 0 | 3 15 0 | 3 15 0 | 4 3 0 | 4 6 0 | " |
| Jaleswar ... | 4 15 0 | 5 1 0 | 4 15 0 | 4 15 0 | 4 12 0 | 5 1 0 | 5 3 0 | " |
| Jhadupudu ... | 6 14 0 | 6 14 0 | 6 14 0 | 6 14 0 | 6 14 0 | 6 14 0 | 7 1 0 | " |
| Jhalda (n) ... | 3 3 10 | 3 3 10 | 3 3 10 | 3 3 10 | 3 0 10 | 3 5 10 | 3 7 10 | " |

| Stations | Rajhara | Rajhara Siding | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Route |
|---------------------------|-----------|----------------|-----------|-----------|-------------|-----------|-----------|----------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Galudih ... | 5 12 0 | 5 12 0 | ... | 3 15 0* | 3 3 0 | ... | 3 12 0 | Via Barkakana. |
| Garbeta ... | 6 5 0 | 6 5 0 | ... | 3 3 0* | ... | 4 3 0* | 4 5 0 | " |
| Garden Reach (Calcutta) ¶ | 6 7 6 | 6 7 6 | ... | (d) | ... | (d) | 6 7 6 | " |
| Ghatsila ... | 5 15 0 | 5 15 0 | ... | 4 1 0* | 3 6 0 | ... | 3 15 0 | " |
| Gidni ... | 6 5 0 | 6 5 0 | ... | 4 10 0* | 3 15 0 | ... | 4 8 0 | " |
| Godapeasal ... | 6 5 0 | 6 5 0 | ... | 3 12 0* | ... | 4 12 0* | 5 5 0 | " |
| Gokulpur ... | 6 5 0 | 6 5 0 | ... | 4 1 0* | 4 12 0 | ... | 5 5 0 | " |
| Golanthra ... | 7 14 0 | 7 14 0 | ... | 6 12 0* | 7 1 0 | ... | 7 3 0 | " |
| Gua ... | 6 5 0 | 6 5 0 | ... | 5 3 0* | 4 6 0 | ... | 5 1 0 | " |
| Haldipada ... | 6 5 0 | 6 5 0 | ... | 5 8 0* | 6 1 0 | ... | 6 5 0 | " |
| Haur ... | 6 5 0 | 6 5 0 | ... | 4 10 0* | 5 3 0 | ... | 5 10 0 | " |
| Indrabil ... | 5 10 0 | 5 10 0 | ... | 1 13 0* | ... | 2 13 0* | 3 8 0 | " |
| Itky (n) ... | 5 11 10a | 5 9 10a | 3 14 10 | ... | 2 14 10 | ... | 3 7 10 | Via Barkakana and Purulia. |
| Jagannadhapuram | 7 12 0 | 7 12 0 | ... | 6 12 0* | 6 14 0 | ... | 7 1 0 | Via Barkakana. |
| Jakpur ... | 6 5 0 | 6 5 0 | ... | 4 3 0* | 4 12 0 | ... | 5 5 0 | " |
| Jaleswar ... | 6 5 0 | 6 5 0 | ... | 5 1 0* | 5 10 0 | ... | 6 1 0 | " |
| Jhadupudu ... | 8 1 0 | 8 1 0 | ... | 6 14 0* | 7 3 0 | ... | 7 5 0 | " |
| Jhalda ... | 4 12 10a | 4 12 10a | 2 14 10a | ... | 1 14 10a | ... | 2 10 10a | " |

§ These rates apply via Howrah. * These rates apply via Chandrapura.

(n) These rates include the transhipment charge of Re. 0-6-10 per ton at Purulia or Muri.

¶ These rates include an extra charge of Re. 0-4-6 per ton at the receiving end.

* Note.—The rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 501.

(a) These rates apply via Barkakana and Muri and include a transhipment charge of Re. 0-6-10 per ton at Muri.

* (d) For special rates between these points see page 483.

B. N. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-----------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Ihargram ... | 4 6 0 | 4 10 0 | 4 10 0 | 4 12 0 | 4 12 0 | 5 1 0 | 4 12 0 | Via Asansol. |
| Ihantipahari ... | 1 13 0 | 1 15 0 | 2 1 0 | 2 1 0 | 2 4 0 | 2 8 0 | 2 4 0 | " |
| Ioychandi Pahar ... | 1 6 0 | 1 8 0 | 1 10 0 | 1 10 0 | 1 10 0 | 2 1 0 | 1 13 0 | " |
| Kansbahal ... | 5 5 0 | 5 8 0 | 5 10 0 | 5 10 0 | 5 10 0 | 5 15 0 | 5 10 0 | " |
| Kendposi ... | 4 1 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 15 0 | 4 10 0 | " |
| Khantapara ... | 5 10 0 | 5 12 0 | 5 12 0 | 5 12 0 | 5 15 0 | 6 3 0 | 5 15 0 | " |
| Khargpur ... | 3 12 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 10 0 | 4 3 0 | " |
| Kola Ghat (Goods) ... | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 10 0 | 4 6 0 | Via Howrah. |
| Kuarmunda ... | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 15 0 | 5 10 0 | Via Asansol. |
| Kulgachia ... | 3 10 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 8 0 | 4 1 0 | Via Howrah. |
| Lakshanath Road ... | 4 12 0 | 4 15 0 | 5 1 0 | 5 1 0 | 5 1 0 | 5 5 0 | 5 3 0 | Via Asansol. |
| Mohardaga (n) ... | 5 0 10 | 5 5 10 | 5 5 10 | 5 7 10 | 5 7 10 | 5 11 10 | 5 7 10 | Via Asansol & Purulia. |
| Mudlow Siding (y) ... | 3 12 6 | 4 0 6 | 4 0 6 | 4 3 6 | 4 3 6 | 4 10 6 | 4 3 6 | Via Howrah. |
| Nachada ... | 3 15 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 12 0 | 4 6 0 | " |
| Nadhukunda ... | 0 15 0 | 1 1 0 | 1 4 0 | 1 4 0 | 1 6 0 | 1 10 0 | 1 6 0 | Via Asansol. |
| Nadpur ... | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 12 0 | 4 8 0 | " |
| Manjuri Road ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |

| Stations | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhadka | Jainti Siding | Route |
|-----------------------|-----------|------------------------------|---------------|-----------|-----------|-----------|---------------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Ihargram ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 1 0 | ... | 4 1 0 | 5 1 0 | Via Asansol. |
| Ihantipahari ... | 1 10 0 | 1 10 0 | 1 13 0 | 1 8 0 | ... | 1 8 0 | 2 8 0 | " |
| Ioychandi Pahar ... | 1 4 0 | 1 4 0 | 1 4 0 | 1 1 0 | ... | 0 15 0 | 1 15 0 | " |
| Kansbahal ... | 5 3 0 | 5 3 0 | 5 5 0 | 5 1 0 | ... | 5 1 0 | 5 12 0 | " |
| Kendposi ... | 4 1 0 | 4 1 0 | 4 1 0 | 3 12 0 | ... | 3 12 0 | 4 12 0 | " |
| Khantapara ... | 5 8 0 | 5 8 0 | 5 8 0 | 5 5 0 | ... | 5 5 0 | 6 1 0 | " |
| Khargpur ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 8 0 | ... | 3 8 0 | 4 8 0 | " |
| Kola Ghat (Goods) ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 6 0 | 4 6 0 | 5 3 0 | Via Howrah. |
| Kuarmunda ... | 5 3 0 | 5 3 0 | 5 3 0 | 5 1 0 | ... | 5 1 0 | 5 12 0 | Via Asansol. |
| Kulgachia ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | 5 1 0 | Via Howrah. |
| Lakshanath Road ... | 4 10 0 | 4 10 0 | 4 10 0 | 4 8 0 | ... | 4 6 0 | 5 5 0 | Via Asansol. |
| Mohardaga (n) ... | 5 0 10 | 4 14 10 | 5 0 10 | 4 12 10 | ... | 4 12 10 | 5 9 10 | Via Asansol & Purulia. |
| Mudlow Siding (y) ... | 3 14 6 | 3 14 6 | 3 14 6 | 4 0 6 | 4 3 6 | 4 3 6 | 5 3 6 | Via Howrah. |
| Nachada ... | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | ... | 4 6 0 | 5 3 0 | " |
| Nadhukunda ... | 0 15 0 | 0 15 0 | 0 15 0 | 0 15 0 | ... | 0 15 0 | 1 10 0 | Via Asansol. |
| Nadpur ... | 3 15 0 | 3 15 0 | 3 15 0 | 3 12 0 | ... | 3 10 0 | 4 10 0 | " |
| Manjuri Road ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 3 0 | ... | 6 3 0 | 6 5 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.

(n) These rates include the transshipment charge of Re. 0-6-10 per ton at Purulia.

(y) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. N. Ry. terminal charge of Re. 0-2-0 per ton and a siding charge of Re. 0-4-6 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 501.

| Stations | Karnatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|-----------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Jhargram ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | Via Asansol. |
| Jhantipahar ... | 2 4 0 | 1 8 0 | 1 13 0 | 1 10 0 | 1 10 0 | 1 13 0 | 1 13 0 | " |
| Joychandi Pahar ... | 1 13 0 | 1 1 0 | 1 4 0 | 1 1 0 | 1 4 0 | 1 6 0 | 1 6 0 | " |
| Kansbahal ... | 5 12 0 | 5 3 0 | 5 5 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 | " |
| Kendposi ... | 4 10 0 | 3 15 0 | 4 1 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 | " |
| Khantapara ... | 5 15 0 | 5 5 0 | 5 8 0 | 5 8 0 | 5 8 0 | 5 10 0 | 5 10 0 | " |
| Khargpur ... | 4 6 0 | 3 10 0 | 3 12 0 | 3 10 0 | 3 10 0 | 3 12 0 | 3 12 0 | " |
| Kola Ghat (Goods) ... | 5 3 0 | 4 8 0 | 4 10 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | Via Howrah. |
| Kuarmunda ... | 5 10 0 | 5 1 0 | 5 3 0 | 5 3 0 | 5 3 0 | 5 5 0 | 5 5 0 | Via Asansol. |
| Kulgachia ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 | Via Howrah. |
| Lakshanath Road ... | 5 3 0 | 4 8 0 | 4 10 0 | 4 8 0 | 4 10 0 | 4 12 0 | 4 12 0 | Via Asansol. |
| Lohardaga (n) ... | 5 7 10 | 4 14 10 | 5 0 10 | 4 14 10 | 4 14 10 | 5 0 10 | 5 0 10 | Via Asansol & Purulia. |
| Ludlow Siding (y) ... | 5 0 6 | 4 5 6 | 4 7 6 | 4 5 6 | 4 7 6 | 4 7 6 | 4 10 6 | Via Howrah. |
| Machada ... | 5 1 0 | 4 6 0 | 4 10 0 | 4 8 0 | 4 8 0 | 4 10 0 | 4 10 0 | Via Asansol. |
| Madhukunda ... | 1 6 0 | 0 15 0 | 0 15 0 | 0 15 0 | 0 15 0 | 0 15 0 | 0 15 0 | " |
| Madpur ... | 4 8 0 | 3 12 0 | 3 15 0 | 3 12 0 | 3 15 0 | 4 1 0 | 4 1 0 | " |
| Manjuri Road ... | 6 5 0 | 6 3 0 | 6 5 0 | 6 3 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-----------------------|-------------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Jhargram ... | 4 8 0 | 4 15 0 | 3 15 0 | 5 10 0 | 5 10 0 | 5 12 0 | 4 10 0 | Via Asansol. |
| Jhantipahar ... | 1 15 0 | 2 6 0 | 1 6 0 | 3 3 0 | 3 3 0 | 3 6 0 | 2 1 0 | " |
| Joychandi Pahar ... | 1 8 0 | 1 13 0 | 1 1 0 | 2 13 0 | 2 13 0 | 2 13 0 | 1 8 0 | " |
| Kansbahal ... | 5 8 0 | 5 12 0 | 5 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 8 0 | " |
| Kendposi ... | 4 3 0 | 4 10 0 | 3 12 0 | 5 8 0 | 5 8 0 | 5 8 0 | 4 6 0 | " |
| Khantapara ... | 5 10 0 | 5 16 0 | 5 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 12 0 | " |
| Khargpur ... | 3 15 0 | 4 6 0 | 3 6 0 | 5 3 0 | 5 3 0 | 5 3 0 | 4 1 0 | " |
| Kola Ghat (Goods) ... | 4 12 0 | 5 3 0 | 4 6 0 | 5 15 0 | 5 15 0 | 5 15 0 | 4 3 0 | Via Howrah. |
| Kuarmunda ... | 5 5 0 | 5 10 0 | 4 15 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 8 0 | Via Asansol. |
| Kulgachia ... | 4 8 0 | 4 15 0 | 4 8 0 | 5 10 0 | 5 10 0 | 5 12 0 | 3 15 0 | Via Howrah. |
| Lakshanath Road ... | 4 15 0 | 5 3 0 | 4 6 0 | 5 15 0 | 5 15 0 | 5 15 0 | 4 15 0 | Via Asansol. |
| Lohardaga (n) ... | 5 2 10 | 5 7 10a | 4 9 10a | 6 5 10 | 6 5 10 | 6 5 10 | 5 5 10 | Via Asansol & Purulia. |
| Ludlow Siding (y) ... | 4 10 6 | 5 0 6 | 4 15 0 | 5 14 6 | 5 14 6 | 5 14 6 | 4 0 6 | Via Howrah. |
| Machada ... | 4 12 0 | 5 1 0 | 4 3 0 | 5 12 0 | 5 12 0 | 5 15 0 | 4 3 0† | Via Asansol. |
| Madhukunda ... | 1 1 0 | 1 8 0 | 1 6 0 | 2 6 0 | 2 6 0 | 2 8 0 | 1 4 0 | " |
| Madpur ... | 4 3 0 | 4 8 0 | 3 10 0 | 5 5 0 | 5 5 0 | 5 5 0 | 4 3 0 | " |
| Manjuri Road ... | 6 5 0 | 6 5 0 | 6 1 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |

Note.—These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the B. N. Railway terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 501.

(n) These rates include the transhipment charge of Re. 0-6-10 per ton at Purulia.

(x) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. N. Ry. terminal charge of Re. 0-2-0 per ton and a siding charge of Re. 0-4-6 per ton.

(a) These rates apply via Barkakana and Muri and include a transhipment charge of Re. 0-6-10 per ton at Muri.

† This rate applies via Howrah.

B. N. Ry.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Jhargram ... | 4 8 0 | 4 10 0 | 4 8 0 | 4 8 0 | 4 6 0 | 4 10 0 | 4 15 0 | Via Asansol. |
| Jhantipahari ... | 1 15 0 | 2 1 0 | 1 15 0 | 1 15 0 | 1 13 0 | 2 1 0 | 2 4 0 | " |
| Joychandi Pahar ... | 1 8 0 | 1 8 0 | 1 8 0 | 1 6 0 | 1 4 0 | 1 10 0 | 1 13 0 | " |
| Kansbahal ... | 5 8 0 | 5 8 0 | 5 8 0 | 5 5 0 | 5 5 0 | 5 10 0 | 5 12 0 | " |
| Kendposi ... | 4 6 0 | 4 6 0 | 4 3 0 | 4 3 0 | 4 1 0 | 4 8 0 | 4 10 0 | " |
| Khantapara ... | 5 12 0 | 5 12 0 | 5 10 0 | 5 10 0 | 5 8 0 | 5 12 0 | 5 15 0 | " |
| Kola Ghat (Goods) ... | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 | Via Howrah. |
| Khargpur ... | 3 15 0 | 4 1 0 | 3 15 0 | 3 15 0 | 3 12 0 | 4 1 0 | 4 6 0 | Via Asansol. |
| Kuarmunda ... | 5 5 0 | 5 8 0 | 5 5 0 | 5 5 0 | 5 3 0 | 5 8 0 | 5 10 0 | " |
| Kulgachia ... | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 3 0 | Via Howrah. |
| Lakshanath Road ... | 4 15 0 | 4 15 0 | 4 15 0 | 4 12 0 | 4 10 0 | 5 1 0 | 5 3 0 | Via Asansol. |
| Lohardaga (n) ... | 5 2 10 | 5 5 10 | 5 2 10 | 5 2 10 | 5 0 10 | 5 5 10 | 5 7 10 | Via Asansol & Purulia. |
| Ludlow Siding (y) ... | 3 14 6 | 4 0 6 | 4 0 6 | 4 0 6 | 4 3 6 | 4 3 6 | 4 5 6 | Via Howrah. |
| Machada ... | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 8 0 | " |
| Madhukunda ... | 1 1 0 | 1 4 0 | 1 1 0 | 1 1 0 | 0 15 0 | 1 4 0 | 1 6 0 | Via Asansol. |
| Madpur ... | 4 3 0 | 4 3 0 | 4 3 0 | 4 1 0 | 3 15 0 | 4 6 0 | 4 8 0 | " |
| Manjuri Road ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |

| Stations | Rajhara | Rajhara Siding | Phusro | Bermo | Ranchi Road | Barkakana | Ray | Route |
|-----------------------|-----------|----------------|-----------|-----------|-------------|-----------|-----------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Jhargram ... | 6 5 0 | 6 5 0 | ... | 4 10 0* | 4 3 0 | ... | 4 12 0 | Via Barkakana. |
| Jhantipahari ... | 5 15 0 | 5 15 0 | ... | 2 1 0* | 3 3 0 | ... | 3 15 0 | " |
| Joychandi Pahar ... | 5 8 0 | 5 8 0 | ... | 1 10 0* | ... | 2 10 0* | 3 6 0 | " |
| Kansbahal ... | 6 5 0 | 6 5 0 | ... | 5 8 0* | 4 15 0 | ... | 5 8 0 | " |
| Kendposi ... | 6 3 0 | 6 3 0 | ... | 4 6 0* | 3 10 0 | ... | 4* 3 0 | " |
| Khargpur ... | 6 5 0 | 6 3 0 | ... | 4 1 0* | 4 12 0 | ... | 5 3 0 | " |
| Kola Ghat (Goods) ... | 6 5 0 | 6 5 0 | ... | ... | ... | ... | 5 15 0 | " |
| Khantapara ... | 6 5 0 | 6 5 0 | ... | (d) | (d) | ... | 5 15 0 | " |
| Kuarmunda ... | 6 5 0 | 6 5 0 | ... | 5 8 0* | 4 15 0 | ... | 5 5 0 | " |
| Kulgachia ... | 6 5 0 | 6 5 0 | ... | 5† 1 0* | 5 1 0 | ... | 6 3 0 | " |
| Lakshanath Road ... | 6 5 0 | 6 5 0 | ... | 4 6 0* | 4 15 0 | ... | 5 5 0 | " |
| Lohardaga (a) ... | 6 2 10 | 6 2 10 | 4 9 10 | ... | 3 9 10 | ... | 4 2 10 | Via Barkakana & Muri. |
| Ludlow Siding (y) ... | 6 9 6 | 6 9 6 | ... | (d) | ... | (d) | 6 9 6 | Via Barka Kana. |
| Machada ... | 6 5 0 | 6 5 0 | ... | 4† 13 0* | 5 8 0 | ... | 5 15 0 | " |
| Madhukunda ... | 5 12 0 | 5 12 0 | ... | 2 1 0* | ... | 3 1 0* | 3 12 0 | " |
| Madpur ... | 6 5 0 | 6 5 0 | ... | 4 6 0* | 4 15 0 | ... | 5 5 0 | " |
| Maniuri Road ... | 6 10 0 | 6 8 0 | ... | 6 5 0* | 6 5 0 | ... | 6 5 0 | " |

Note.—These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton, and the B. N. Railway terminal charge of Re. 0-2-0 per ton.

(d) For special rates between these points see page 483.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 501.

(n) These rates include the transshipment charge of Re. 0-6-10 per ton at Purulia.

(y) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. N. Ry. terminal charge of Re. 0-2-0 per ton and a siding charge of Re. 0-4-6 per ton.

(a) These rates apply via Barkakana and Muri. A transshipment charge of Re. 0-6-10 per ton at Muri is included in these rates.

* These rates apply via Chandrapura.

† The receiving end terminal charge of Re. 0-2-0 per ton should not be levied in these cases.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-------------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|-------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Midnapore ... | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 6 0 | 4 1 0 | Via Asansol. |
| Nagpur ... | 8 1 0 | 8 3 0 | 8 3 0 | 8 3 0 | 8 3 0 | 8 5 0 | 8 3 0 | " |
| Naila ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |
| Nalpur New North Mill Siding. | 3 10 6 | 3 14 6 | 3 14 6 | 4 0 6 | 4 0 6 | 4 7 6 | 4 0 6 | Via Howrah. |
| Naupada ... | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 5 0 | 7 5 0 | Via Asansol. |
| Nekurseni ... | 4 8 0 | 4 10 0 | 4 12 0 | 4 12 0 | 4 12 0 | 5 3 0 | 4 15 0 | " |
| Nellimarla ... | 7 10 0 | 7 10 0 | 7 10 0 | 7 12 0 | 7 12 0 | 7 12 0 | 7 12 0 | " |
| Noamundi ... | 4 8 0 | 4 12 0 | 4 15 0 | 4 15 0 | 4 15 0 | 5 3 0 | 5 1 0 | " |
| Ondagram ... | 2 6 0 | 2 8 0 | 2 10 0 | 2 10 0 | 2 13 0 | 3 1 0 | 2 13 0 | " |
| Panchkura ... | 4 1 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 15 0 | 4 10 0 | Via Howrah. |
| Parkidi ... | 2 15 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 3 0 | 3 10 0 | 3 6 0 | Via Asansol. |
| Pauni Road (c) ... | 8 7 6 | 8 9 6 | 8 9 6 | 8 9 6 | 8 9 6 | 8 11 6 | 8 9 6 | Via Asansol and Gondia. |
| Puri ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 5 0 | Via Asansol. |
| Purulia ... | 1 15 0 | 2 1 0 | 2 4 0 | 2 4 0 | 2 6 0 | 2 10 0 | 2 8 0 | " |
| Radhamohanpur ... | 4 3 0 | 4 8 0 | 4 10 0 | 4 10 0 | 4 10 0 | 5 1 0 | 4 12 0 | " |
| Raipur ... | 6 12 0 | 6 12 0 | 6 14 0 | 6 14 0 | 6 14 0 | 7 1 0 | 6 14 0 | " |

| Stations | Raniganj* | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhadka | Jainti Siding | Route |
|-------------------------------|-----------|------------------------------|---------------|-----------|-----------|-----------|---------------|-------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Midnapore ... | 3 8 0 | 3 8 0 | 3 10 0 | 3 6 0 | ... | 3 6 0 | 4 3 0 | Via Asansol. |
| Nagpur ... | 8 1 0 | 8 1 0 | 8 1 0 | 8 1 0 | ... | 8 1 0 | 8 5 0 | " |
| Naila ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | ... | 6 5 0 | 6 5 0 | " |
| Nalpur New North Mill Siding. | 3 12 6 | 3 12 6 | 3 12 6 | 3 14 6 | 4 0 6 | 4 0 6 | 5 0 6 | Via Howrah. |
| Naupada ... | 7 1 0 | 7 1 0 | 7 1 0 | 7 1 0 | ... | 7 1 0 | 7 5 0 | Via Asansol. |
| Nekurseni ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 3 0 | ... | 4 3 0 | 5 1 0 | " |
| Nellimarla ... | 7 10 0 | 7 10 0 | 7 10 0 | 7 7 0 | ... | 7 7 0 | 7 12 0 | " |
| Noanundi ... | 4 8 0 | 4 8 0 | 4 8 0 | 4 3 0 | ... | 4 3 0 | 5 3 0 | " |
| Ondagram ... | 2 4 0 | 2 4 0 | 2 6 0 | 2 1 0 | ... | 2 1 0 | 2 15 0 | " |
| Panchkura ... | 4 3 0 | 4 3 0 | 4 6 0 | 4 3 0† | ... | 4 3 0† | 5 1 0† | Via Howrah. |
| Parkidi ... | 2 13 0 | 2 13 0 | 2 13 0 | 2 10 0 | ... | 2 10 0 | 3 8 0 | Via Asansol. |
| Pauni Road (c) ... | 8 7 6 | 8 7 6 | 8 7 6 | 8 7 6 | ... | 8 7 6 | 8 11 6 | Via Asansol and Gondia. |
| Puri ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | ... | 6 5 0 | 6 8 0 | Via Asansol. |
| Purulia ... | 1 13 0 | 1 13 0 | 1 15 0 | 1 10 0 | ... | 1 10 0 | 2 10 0 | " |
| Radhamohanpur ... | 4 3 0 | 4 3 0 | 4 3 0 | 3 15 0 | ... | 3 15 0 | 4 15 0 | " |
| Raipur ... | 6 12 0 | 6 12 0 | 6 12 0 | 6 10 0 | ... | 6 10 0 | 6 14 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton. and the B. N. Ry. terminal charge of Re. 0-2-0 per ton..

(c) These rates include the transshipment charge of Re. 0-4-6 per ton at Gondia.

† These rates apply via Asansol.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 501.

B. N. Ry.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|-------------------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Midnapore ... | 4 1 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | Via Asansol. |
| Nagpur ... | 8 3 0 | 8 1 0 | 8 1 0 | 8 1 0 | 8 1 0 | 8 1 0 | 8 1 0 | " |
| Naila ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |
| Nalpur New North Mill Siding. | 4 14 6 | 4 3 6 | 4 5 6 | 4 3 6 | 4 5 6 | 4 5 6 | 4 7 6 | Via Howrah. |
| Naupada | 7 5 0 | 7 1 0 | 7 1 0 | 7 1 0 | 7 1 0 | 7 3 0 | 7 3 0 | Via Asansol. |
| Nekurseni ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | " |
| Nellimarla ... | 7 12 0 | 7 7 0 | 7 10 0 | 7 7 0 | 7 10 0 | 7 10 0 | 7 10 0 | " |
| Noamundi ... | 5 1 0 | 4 6 0 | 4 8 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 10 0 | " |
| Ondagram ... | 2 13 0 | 2 1 0 | 2 6 0 | 2 4 0 | 2 4 0 | 2 6 0 | 2 6 0 | " |
| Panchkura ... | 4 15 0 | 4 3 0 | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | " |
| Parkidi ... | 3 6 0 | 2 10 0 | 2 13 0 | 2 13 0 | 2 13 0 | 2 15 0 | 2 15 0 | " |
| Pauni Road (c) ... | 8 9 6 | 8 7 6 | 8 7 6 | 8 7 6 | 8 7 6 | 8 7 6 | 8 7 6 | Via "Asansol & Gondia. |
| Puri ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | Via Asansol. |
| Purulia ... | 2 6 0 | 1 10 0 | 1 15 0 | 1 13 0 | 1 13 0 | 1 15 0 | 1 15 0 | " |
| Radhamohanpur ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 6 0 | " |
| Raipur ... | 6 14 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | " |

| Stations | Kalobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampore | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-------------------------------|------------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Midnapore ... | 3 12 0 | 4 1 0 | 3 3 0 | 5 1 0 | 5 1 0 | 5 1 0 | 3 12 0 | Via Asansol. |
| Nagpur ... | 8 3 0 | 8 3 0 | 8 1 0 | 8 7 0 | 8 7 0 | 8 10 0 | 8 3 0 | " |
| Naila ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 8 0 | 6 8 0 | 6 10 0 | 6 5 0 | " |
| Nalpur New North Mill Siding. | 4 7 6 | 4 14 6 | 4 13 0 | 5 12 6 | 5 12 6 | 5 12 6 | 3 14 6 | Via Howrah. |
| Naupada | 7 3 0 | 7 5 0 | 7 1 0 | 7 10 0 | 7 10 0 | 7 10 0 | 7 3 0 | Via Asansol. |
| Nekurseni ... | 4 10 0 | 4 15 0 | 4 1 0 | 5 10 0 | 5 10 0 | 5 12 0 | 4 10 0 | " |
| Nellimarla ... | 7 10 0 | 7 12 0 | 7 7 0 | 8 1 0 | 8 1 0 | 8 1 0 | 7 10 0 | " |
| Noanundi ... | 4 10 0 | 5 1 0 | 4 3 0 | 5 12 0 | 5 12 0 | 5 12 0 | 4 12 0 | " |
| Ondagram ... | 2 8 0 | 2 13 0 | 1 15 0 | 3 12 0 | 3 12 0 | 3 15 0 | 2 10 0 | " |
| Panchkura ... | 4 10 0 | 4 15 0 | 4 1 0 | 5 12 0 | 5 12 0 | 5 12 0 | 4 6 0† | " |
| Parkidi ... | 3 1 0 | 3 6 0 | 2 8 0 | 4 6 0 | 4 6 0 | 4 6 0 | 3 1 0 | " |
| Pauni Road (c) ... | 8 9 6 | 8 9 6 | 8 5 6 | 8 14 6 | 8 14 6 | 8 14 6 | 8 9 6 | Via "Asansol & Gondia. |
| Puri ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 10 0 | 6 10 0 | 6 10 0 | 6 5 0 | Via Asansol. |
| Purulia ... | 2 1 0 | 2 8 0 | 1 8 0 | 3 6 0 | 3 6 0 | 3 8 0 | 2 4 0 | " |
| Radhamohanpur ... | 4 6 0 | 4 12 0 | 3 15 0 | 5 8 0 | 5 8 0 | 5 10 0 | 4 8 0 | " |
| Raipur ... | 6 12 0 | 6 14 0 | 6 10 0 | 7 3 0 | 7 3 0 | 7 3 0 | 6 12 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B.N. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 501.

(c) These rates include the transhipment charge of Re. 0-4-6 per ton at Gondia.

† This rate applies via Howrah.

The receiving end terminal charge of Re. 0-2-0 per ton should not be levied in this case.

| Stations | Toposi | * Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|--------------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Midnapore ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 10 0 | 3 10 0 | 3 15 0 | 4 1 0 | Via Asansol. |
| Nagpur ... | 8 3 0 | 8 3 0 | 8 3 0 | 8 3 0 | 8 1 0 | 8 3 0 | 8 3 0 | " |
| Naila ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | " |
| Nalpur New Mill | 3 12 6 | 3 14 6 | 3 14 6 | 3 14 6 | 4 0 6 | 4 0 6 | 4 3 6 | Via Howrah. |
| North Siding. | | | | | | | | |
| Naupada ... | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 1 0 | 7 3 0 | 7 5 0 | Via Asansol. |
| Nekurseni ... | 4 10 0 | 4 10 0 | 4 10 0 | 4 8 0 | 4 6 0 | 4 12 0 | 4 15 0 | " |
| Nellimarla ... | 7 10 0 | 7 10 0 | 7 10 0 | 7 10 0 | 7 10 0 | 7 12 0 | 7 12 0 | " |
| Noamundi ... | 4 12 0 | 4 12 0 | 4 10 0 | 4 10 0 | 4 8 0 | 4 15 0 | 5 1 0 | " |
| Ondagram ... | 2 8 0 | 2 10 0 | 2 8 0 | 2 8 0 | 2 6 0 | 2 10 0 | 2 13 0 | " |
| Panchkura ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 10 0 | Via Howrah. |
| Parkidi ... | 3 1 0 | 3 1 0 | 3 1 0 | 2 15 0 | 2 13 0 | 3 3 0 | 3 6 0 | Via Asansol. |
| Pauni Road (c) ... | 8 9 6 | 8 9 6 | 8 9 6 | 8 7 6 | 8 7 6 | 8 9 6 | 8 9 6 | Via Asansol & Gondia. |
| Puri ... | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | 6 5 0 | Via Asansol. |
| Purulia ... | 2 1 0 | 2 4 0 | 2 1 0 | 2 1 0 | 1 15 0 | 2 4 0 | 2 6 0 | " |
| Radhamohanpur ... | 4 8 0 | 4 8 0 | 4 6 0 | 4 6 0 | 4 3 0 | 4 10 0 | 4 12 0 | " |
| Raipur ... | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 12 0 | 6 14 0 | 6 14 0 | " |

| Stations | Rajhara | Rajhara Siding | Phusro | Bermo | Ranchi Road | Barka Kana | Ray | Route |
|--------------------|-----------|----------------|-----------|-----------|-------------|------------|-----------|-------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Midnapore ... | 6 5 0 | 6 5 0 | ... | 3 15 0* | ... | 4 15 0* | 5 5 0 | Via Barkakana. |
| Nagpur ... | 8 12 0 | 8 12 0 | ... | 8 3 0* | 7 14 0 | ... | 8 3 0 | " |
| Naila ... | 6 12 0 | 6 12 0 | ... | 6 5 0* | 6 5 0 | ... | 6 5 0 | " |
| Nalpur New Mill | 6 9 6 | 6 9 6 | ... | (d) | ... | (d) | 6 9 6 | " |
| North Siding. | | | | | | | | |
| Naupada ... | 8 5 0 | 8 3 0 | ... | 7 3 0* | 7 7 0 | ... | 7 10 0 | " |
| Nekurseni ... | 6 5 0 | 6 5 0 | ... | 4 12 0* | 5 5 0 | ... | 5 12 0 | " |
| Nellimarla ... | 8 12 0 | 8 12 0 | ... | 7 10 0* | 7 14 0 | ... | 8 1 0 | " |
| Noanundi ... | 6 5 0 | 6 5 0 | ... | 4 12 0* | 4 1 0 | ... | 4 10 0 | " |
| Ondagram ... | 6 3 0 | 6 3 0 | ... | 2 10 0* | 3 8 0 | ... | 4 6 0 | " |
| Panchkura ... | 6 5 0 | 6 5 0 | ... | 4 11 6* | 5 5 0 | ... | 5 12 0 | " |
| Parkidi ... | 4 15 0 | 4 15 0 | 3 1 0 | 4 8 0* | 2 1 0 | ... | 2 10 0 | " |
| Pauni Road (c) ... | 8 12 0b | 8 12 0b | ... | 8 9 6* | 8 5 6 | ... | 8 9 6 | Via Barkakana & Gondia. |
| Puri ... | 7 5 0 | 7 5 0 | ... | 6 5 0* | 6 8 0 | ... | 6 10 0 | Via Barkakana. |
| Purulia ... | 5 7 10h | 5 7 10h | ... | 2 4 0* | 2 10 10h | ... | 3 3 10h | " |
| Radhamohanpur ... | 6 5 0 | 6 5 0 | ... | 4 8 0* | 5 3 0 | ... | 5 10 0 | " |
| Raipur ... | 7 7 0 | 7 7 0 | ... | 6 14 0* | 6 10 0 | ... | 6 12 0 | " |

Note.—These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton. § This rate applies via Asansol.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 501.

(b) These rates apply via Naini and Jubbulpore and include a transhipment charge of Re. 0-5-0 per ton. * These rates apply via Chandrapura.

(d) For special rates between these points see page 483.

(h) This rate applies via Barkakana and Muri and includes a transhipment charge of Re. 0-6-10 per ton at Muri.

B. N. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samia No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Rairangpur ... | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 15 0 | 4 10 0 | Via Asansol. |
| Raja Kharsawan... | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 1 0 | 3 12 0 | " |
| Rajnandgaon ... | 7 1 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 5 0 | 7 3 0 | " |
| Pakha Mines (f) | 3 8 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 6 0 | 4 1 0 | " |
| Ranchi (n) ... | 4 0 10 | 4 2 10 | 4 5 10 | 4 5 10 | 4 7 10 | 4 12 10 | 4 7 10 | Via Asansol and Purulia. |
| Salboni ... | 3 3 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 10 0 | 4 1 0 | 3 12 0 | Via Asansol. |
| Santragachi ... | 3 3 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 15 0 | 3 10 0 | Via Howrah. |
| Shyamchuck ... | 4 1 0 | 4 6 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 15 0 | 4 8 0 | Via Asansol. |
| Soro ... | 5 12 0 | 5 15 0 | 6 1 0 | 6 1 0 | 6 1 0 | 6 5 0 | 6 3 0 | " |
| Surdiah ... | 4 3 0 | 4 6 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 15 0 | 4 10 0 | " |
| Tatanagar ... | 3 3 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 15 0 | 3 10 0 | " |
| Tilari ... | 7 3 0 | 7 5 0 | 7 5 0 | 7 5 0 | 7 5 0 | 7 7 0 | 7 5 0 | " |
| Ullubaria ... | 3 8 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 6 0 | 4 1 0 | Via Howrah. |
| Urma ... | 2 6 0 | 2 8 0 | 2 10 0 | 2 10 0 | 2 10 0 | 3 1 0 | 2 13 0 | Via Asansol. |
| Vishnupur ... | 2 10 0 | 2 13 0 | 2 15 0 | 2 15 0 | 2 15 0 | 3 6 0 | 3 1 0 | " |
| Vizianagram ... | 7 10 0 | 7 12 0 | 7 12 0 | 7 12 0 | 7 12 0 | 7 14 0 | 7 12 0 | " |
| Vizagapatam Port | 7 14 0 | 8 1 0 | 8 1 0 | 8 1 0 | 8 1 0 | 8 3 0 | 8 1 0 | " |
| Waltair ... | 7 14 0 | 7 14 0 | 8 1 0 | 8 1 0 | 8 1 0 | 8 3 0 | 8 1 0 | " |

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhadka | Jainti Siding | Route |
|-------------------|-----------|-----------------------------------|---------------|------------|-----------|-----------|---------------|--------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Rairangpur ... | 4 3 0 | 4 1 0 | 4 1 0 | 3 15 0 | ... | 3 15 0 | 4 12 0 | Via Asansol. |
| Raja Kharsawan... | 3 3 0 | 3 3 0 | 3 3 0 | 3 1 0 | ... | 3 1 0 | 3 1 0 | " |
| Rajnandgaon ... | 7 1 0 | 7 1 0 | 7 1 0 | 7 1 0 | ... | 6 14 0 | 7 3 0 | " |
| Rakha Mines (f) | 3 8 0 | 3 8 0 | 3 8 0 | 3 3 0 | ... | 3 3 0 | 4 3 0 | " |
| Ranchi (n) ... | 3 14 10 | 3 14 10 | 4 0 10 | 3 12 10 | ... | 3 12 10 | 4 12 10 | Via Asansol and Purulia. |
| Salboni ... | 3 3 0 | 3 3 0 | 3 3 0 | 2 15 0 | ... | 2 15 0 | 3 15 0 | Via Asansol. |
| Santragachi ... | 3 6 0 | 3 6 0 | 3 6 0 | 3 8 0 | 3 10 0 | 3 10 0 | 4 10 0 | Via Howrah. |
| Shyamchuck ... | 4 1 0 | 4 1 0 | 4 1 0 | 3 12 0 | ... | 3 12 0 | 4 12 0 | Via Asansol. |
| Soro ... | 5 12 0 | 5 12 0 | 5 12 0 | 5 10 0 | ... | 5 8 0 | 6 5 0 | " |
| Surdiah ... | 4 1 0 | 4 1 0 | 4 1 0 | 3 15 0 | ... | 3 12 0 | 4 12 0 | " |
| Tatanagar ... | 3 1 0 | 3 1 0 | 3 3 0 | 2 15 0 | ... | 2 15 0 | 3 15 0 | " |
| Tilari ... | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | ... | 7 3 0 | 7 7 0 | " |
| Ullubaria ... | 3 10 0 | 3 10 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 15 0 | Via Howrah. |
| Urma ... | 2 4 0 | 2 4 0 | 2 4 0 | 2 1 0 | ... | 1 15 0 | 2 15 0 | Via Asansol. |
| Vishnupur ... | 2 8 0 | 2 8 0 | 2 8 0 | 2 6 0 | ... | 2 4 0 | 3 3 0 | " |
| Vizianagram ... | 7 10 0 | 7 10 0 | 7 10 0 | 7 10 0 | ... | 7 10 0 | 7 14 0 | " |
| Vizagapatam Port | 7 14 0 | 7 14 0 | 7 14 0 | 7 14 0 | ... | 7 14 0 | 8 3 0 | " |
| Waltair ... | 7 14 0 | 7 14 0 | 7 14 0 | 7 12 0 | ... | 7 12 0 | 8 1 0 | " |

Note.—These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For Surcharge leviable in addition. See notes (I) and (II) under "N. B." page 501.

(f) This station is open for traffic to Cape Copper Co's Siding only. The usual siding charge must be levied in addition.

(n) These rates include the transhipment charge of Re. 0-6-10 per ton at Purulia.

| Station | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|----------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Rairangpur ... | 4 10 0 | 3 15 0 | 4 1 0 | 4 1 0 | 4 1 0 | 4 3 0 | 4 3 0 | Via Asansol. |
| Raja Kharsawan ... | 3 12 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 3 0 | 3 6 0 | 3 6 0 | " |
| Rajnandgaon ... | 7 3 0 | 7 1 0 | 7 1 0 | 7 1 0 | 7 1 0 | 7 1 0 | 7 1 0 | " |
| Rakha Mines (f) ... | 4 1 0 | 3 6 0 | 3 8 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 10 0 | " |
| Ranchi (n) ... | 4 7 10 | 3 12 10 | 3 14 10 | 4 0 10 | 3 14 10 | 4 0 10 | 4 0 10 | Via Asansol & Purulia. |
| Salboni ... | 3 12 0 | 3 1 0 | 3 3 0 | 3 1 0 | 3 3 0 | 3 3 0 | 3 6 0 | Via Asansol. |
| Santragachi ... | 4 8 0 | 3 12 0 | 3 15 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | Via Howrah. |
| Shyamchuck ... | 4 10 0 | 3 15 0 | 4 1 0 | 3 15 0 | 3 15 0 | 4 1 0 | 4 1 0 | Via Asansol. |
| Soro ... | 6 3 0 | 5 10 0 | 5 12 0 | 5 10 0 | 5 10 0 | 5 12 0 | 5 12 0 | " |
| Surdiah ... | 4 10 0 | 3 15 0 | 4 1 0 | 3 15 0 | 4 1 0 | 4 3 0 | 4 3 0 | " |
| Tatanagar ... | 3 10 0 | 2 15 0 | 3 3 0 | 3 1 0 | 3 1 0 | 3 3 0 | 3 3 0 | " |
| Tilari ... | 7 5 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | " |
| Ullubaria ... | 4 12 0 | 4 1 0 | 4 3 0 | 4 3 0 | 4 3 0 | 4 6 0 | 4 6 0 | Via Howrah. |
| Urma ... | 2 13 0 | 2 1 0 | 2 4 0 | 2 1 0 | 2 4 0 | 2 6 0 | 2 6 0 | Via Asansol. |
| Vishnupur ... | 3 1 0 | 2 6 0 | 2 8 0 | 2 6 0 | 2 8 0 | 2 10 0 | 2 10 0 | " |
| Vizianagram ... | 7 12 0 | 7 10 0 | 7 10 0 | 7 10 0 | 7 10 0 | 7 10 0 | 7 10 0 | " |
| Vizagapatam Port ... | 8 1 0 | 7 14 0 | 7 14 0 | 7 14 0 | 7 14 0 | 7 14 0 | 7 14 0 | " |
| Waltair ... | 8 1 0 | 7 14 0 | 7 14 0 | 7 14 0 | 7 14 0 | 7 14 0 | 7 14 0 | " |

| Station | Katobathan | Dhanbad | Kusunda, Jher- raih, Pathardih & Katragarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|----------------------|------------|-----------|--------------------------------------------------|-----------|-------------|-------------------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. z. p. | Rs. a. p. | Rs. a. p. | |
| Rairangpur ... | 4 6 0 | 4 10 0 | 3 12 0 | 5 8 0 | 5 8 0 | 5 8 0 | 4 6 0 | Via Asansol. |
| Raja Kharsawan ... | 3 8 0 | 3 12 0 | 2 15 0 | 4 12 0 | 4 12 0 | 4 12 0 | 3 8 0 | " |
| Rajnandgaon ... | 7 1 0 | 7 3 0 | 6 14 0 | 7 7 0 | 7 7 0 | 7 7 0 | 7 3 0 | " |
| Rakha Mines (f) ... | 3 10 0 | 4 1 0 | 3 3 0 | 4 15 0 | 4 15 0 | 5 1 0 | 3 12 0 | " |
| Ranchi (n) ... | 4 2 10 | 4 7 10d | 3 9 10d | 5 7 10 | 5 7 10 | 5 9 10 | 4 5 10 | Via Asansol & Purulia. |
| Salboni ... | 3 6 0 | 3 12 0 | 2 15 0 | 4 10 0 | 4 10 0 | 4 12 0 | 3 8 0 | Via Asansol. |
| Santragachi ... | 4 1 0 | 4 8 0 | 4 8 0 | 5 5 0 | 5 5 0 | 5 5 0 | 3 6 0 | Via Howrah. |
| Shyamchuck ... | 4 3 0 | 4 10 0 | 3 10 0 | 5 5 0 | 5 5 0 | 5 8 0 | 4 6 0 | Via Asansol. |
| Soro ... | 5 15 0 | 6 3 0 | 5 8 0 | 6 5 0 | 6 5 0 | 6 5 0 | 5 15 0 | " |
| Surdiah ... | 4 6 0 | 4 10 0 | 3 12 0 | 5 8 0 | 5 8 0 | 5 8 0 | 4 6 0 | " |
| Tatanagar ... | 3 6 0 | 3 12 0 | 2 13 0x | 4 10 0 | 4 10 0 | 4 12 0 | 3 8 0 | " |
| Tilari ... | 7 5 0 | 7 5 0 | 7 3 0 | 7 10 0 | 7 10 0 | 7 12 0 | 7 5 0 | " |
| Ullubaria ... | 4 8 0 | 4 12 0 | 4 8 6 | 5 10 0 | 5 10 0 | 5 10 0 | 3 12 0 | Via Howrah. |
| Urma ... | 2 8 0 | 2 13 0 | 1 15 0 | 3 10 0 | 3 10 0 | 3 12 0 | 2 8 0 | Via Asansol. |
| Vishnupur ... | 2 1 0 | 3 1 0 | 2 4 0 | 3 15 0 | 3 15 0 | 4 1 0 | 2 13 0 | " |
| Vizianagram ... | 7 12 0 | 7 12 0 | 7 7 0 | 8 1 0 | 8 1 0 | 8 1 0 | 7 12 0 | " |
| Vizagapatam Port ... | 8 1 0 | 8 1 0 | 7 12 0 | 8 5 0 | 8 5 0 | 8 5 0 | 8 1 0 | " |
| Waltair ... | 7 14 0 | 8 1 0 | 7 12 0 | 8 5 0 | 8 5 0 | 8 5 0 | 8 1 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, and the B. N. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 501.

(f) This station is open for traffic to Cape Copper Co's Siding only. The usual siding charge must be levied in addition.

(n) These rates include the transshipment charge of Re. 0-6-10 per ton at Purulia.

(d) This rate applies via Barka Kana and Muri and includes a transshipment charge of Re. 0-6-10 per ton at Muri. (x) This rate also applies when the traffic is routed via Gomoh.

B. N. Ry.

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gauragdi | Route |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Rairangpur ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 3 0 | 4 1 0 | 4 8 0 | 4 10 0 | Via Asansol. |
| Raja Kharsawan ... | 3 8 0 | 3 8 0 | 3 8 0 | 3 6 0 | 3 3 0 | 3 10 0 | 3 12 0 | " |
| Rajnandgaon ... | 7 1 0 | 7 3 0 | 7 1 0 | 7 1 0 | 7 1 0 | 7 3 0 | 7 3 0 | " |
| Rakha Mines (f) ... | 3 12 0 | 3 12 0 | 3 10 0 | 3 10 0 | 3 8 0 | 3 15 0 | 4 1 0 | " |
| Ranchi (e) ... | 4 2 10 | 4 5 10 | 4 2 10 | 4 2 10 | 4 0 10 | 4 5 10 | 4 7 10 | Via Asansol & Purulia. |
| Salboni ... | 3 8 0 | 3 8 0 | 3 6 0 | 3 6 0 | 3 3 0 | 3 10 0 | 3 12 0 | Via Asansol. |
| Santragachi ... | 3 6 0 | 3 6 0 | 3 8 0 | 3 8 0 | 3 10 0 | 3 10 0 | 3 12 0 | Via Howrah. |
| Shyamchuck ... | 4 3 0 | 4 6 0 | 4 3 0 | 4 3 0 | 4 1 0 | 4 6 0 | 4 10 0 | Via Asansol. |
| Soro ... | 5 15 0 | 5 15 0 | 5 15 0 | 5 12 0 | 5 12 0 | 6 1 0 | 6 3 0 | " |
| Surdiah ... | 4 6 0 | 4 6 0 | 4 6 0 | 4 3 0 | 4 1 0 | 4 8 0 | 4 10 0 | " |
| Tatanagar ... | 3 6 0 | 3 8 0 | 3 6 0 | 3 6 0 | 3 3 0 | 3 3 0 | 3 10 0 | " |
| Tilari ... | 7 5 0 | 7 5 0 | 7 5 0 | 7 5 0 | 7 3 0 | 7 5 0 | 7 5 0 | " |
| Ullubaria ... | 3 12 0 | 3 12 0 | 3 12 0 | 3 15 0 | 3 15 0 | 3 15 0 | 4 1 0 | Via Howrah. |
| Urma ... | 2 8 0 | 2 8 0 | 2 8 0 | 2 6 0 | 2 4 0 | 2 10 0 | 2 13 0 | Via Asansol. |
| Vishnupur ... | 2 13 0 | 2 13 0 | 2 13 0 | 2 10 0 | 2 8 0 | 2 15 0 | 3 1 0 | " |
| Vizianagram ... | 7 12 0 | 7 12 0 | 7 12 0 | 7 10 0 | 7 10 0 | 7 12 0 | 7 12 0 | " |
| Vizagapatam Port ... | 8 1 0 | 8 1 0 | 8 1 0 | 7 14 0 | 7 14 0 | 8 1 0 | 8 1 0 | " |
| Waltair ... | 7 14 0 | 8 1 0 | 7 14 0 | 7 14 0 | 7 14 0 | 8 1 0 | 8 1 0 | " |

| Station | Rajhara | Rajhara Siding | Phusro | Bermo | Ranchi Road | Barka Kana | Ray | Route |
|----------------------|-----------|----------------|-----------|-----------|-------------|------------|-----------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Rairangpur ... | 6 3 0 | 6 3 0 | ... | 4 8 0n | 3 10 0 | ... | 4 6 0 | Via Barka Kana. |
| Raja Kharsawan ... | 5 10 0 | 5 8 0 | ... | 3 10 0n | 2 15 0 | ... | 3 8 0 | " |
| Rajnandgaon ... | 7 12 0 | 7 12 0 | ... | 7 3 0n | 6 14 0 | ... | 7 1 0 | " |
| Rakha Mines (f) ... | 5 12 0 | 5 12 0 | ... | 3 12 0n | 3 1 0 | ... | 3 10 0 | " |
| Ranchi (d) ... | 5 7 10 | 5 7 10 | 3 9 10 | ... | 2 10 10 | ... | 3 3 10 | Via Barka Kana & Muri. |
| Salboni ... | 6 5 0 | 6 5 0 | ... | 3 8 0n | 4 6 0 | ... | 5 3 0 | Via Barka Kana |
| Santragachi ... | 6 5 0 | 6 5 0 | ... | (g) | (g) | ... | 6 5 0 | " |
| Shyamchuck ... | 6 5 0 | 6 5 0 | ... | 4 6 0n | 5 1 0 | ... | 5 8 0 | " |
| Soro ... | 6 5 0 | 6 5 0 | ... | 6 1 0n | 6 5 0 | ... | 6 5 0 | " |
| Surdiah ... | 6 5 0 | 6 5 0 | ... | 4 8 0n | 4 6 0 | ... | 4 15 0 | " |
| Tatanagar ... | 5 8 0 | 5 8 0 | ... | 3 8 0n | 2 13 0 | ... | 3 6 0 | " |
| Tilari ... | 8 5 0 | 8 5 0 | ... | 7 5 0n | 7 7 0 | ... | 7 12 0 | " |
| Ullubaria ... | 6 5 0 | 6 5 0 | ... | 5 1 0n | 5 12 0 | ... | 6 3 0 | " |
| Urma ... | 5 8 0m | 5 5 0m | ... | 2 8 0n | 2 13 0m | ... | 3 6 0 | Via Barka Kana. |
| Vishnupur ... | 6 5 0 | 6 5 0 | ... | 2 13 0n | ... | 3 12 0n | 4 8 0 | " |
| Vizianagram ... | 8 12 0 | 8 12 0 | ... | 7 12 0n | 7 14 0 | ... | 8 1 0 | " |
| Vizagapatam Port ... | 9 0 0 | 9 0 0 | ... | 8 1 0n | 8 3 0 | ... | 8 5 0 | " |
| Waltair ... | 9 0 0 | 9 0 0 | ... | 8 1 0n | 8 3 0 | ... | 8 5 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. N. Ry. terminal charge of Re. 0-2-0 per ton. (g) For special rates between these points see page 483.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 501.

(f) This station is open for traffic to Cape Copper Co's Siding only. The usual siding charge must be levied in addition. (n) These rates apply via Chandrapura.

(e) These rates include the transshipment charge of Re. 0-6-10 per ton at Purulia.

(d) This rate includes a transshipment charge of Re. 0-6-10 per ton at Muri.

(m) These rates apply via Barka Kana and Chandil.

§ The receiving end terminal charge of Re. 0-2-0 per ton should not be levied.

Parlakimedi Light Railway

1. **Basis for charge.**—Coal, Coke and Patent Fuel are charged on the through distance at the same **scale** of rates as on the Bengal Nagpur Railway.

2. Distances between **Naupada Junction** and the undermentioned stations on the Parlakimedi Light Railway:—

| Station. | Distance from Naupada. | Station. | Distance from Naupada. |
|-------------------|------------------------|-------------------|------------------------|
| Tekkali | 5 | Haddubhangi | 35 |
| Peddasana§ | 8 | Varanasi | 41 |
| Temburu | 13 | Lihuri § | 45 |
| Ganguvada | 16 | Bónsidhara | 49 |
| Patapatnam | 21 | Palasingi * | 53 |
| Parlakimedi | 25 | Gunupur | 36 |
| Sitapuram § | 33 | | |

§ Closed.

* Not open for Coal in wagon loads.

3. **Transshipment charge.**—On all Coal, Coke and Patent Fuel booked *via* Naupada to stations on the Parlakimedi Light Railway a transshipment charge of Re. 0-2-3 per ton is levied at Naupada.

4. The following are the through rates per ton for Public Coal, Coke and Patent Fuel, at owner's risk, in full wagon loads from Kusunda, Jherriah, Pathardihi and Katrasgarh to the undermentioned stations on the Parlakimedi Light Railway, *via* Asansol and Naupada:—

| Station to | Rate per ton | |
|-------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Rs. a. p. | |
| Tekkali | 7 3 3 | } These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. N. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-2-3 per ton at Naupada. |
| Peddasana§ | 7 3 3 | |
| Ganguvada | 7 5 3 | |
| Temburu | 7 3 3 | |
| Patapatnam | 7 5 3 | } For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 501. |
| Haddubhangi | 7 7 3 | |
| Varanasi | 7 7 3 | |
| Lihuri§ | 7 7 3 | |
| Palasingi* | 7 7 3 | |
| Gunupur | 7 9 3 | |

§ Closed.

! * Not open for coal in wagon loads.

B. N. (P. L.) Ry.

| Station | Parlakimodi | Route | Station | Parlakimodi | Route |
|---------------------|-------------|--------------------------|-----------------------------------------------|-------------|--------------------------|
| | Rs. a. p. | | | Rs. a. p. | |
| Ondal ... | 7 7 3 | Via Asansol and Naupada. | Kaloebathan ... | 7 7 3 | Via Asansol and Naupada. |
| Ukhra ... | 7 7 3 | " | Dhanbad ... | 7 9 3 | " |
| Pandaveswar ... | 7 7 3 | " | Kusunda, Jherriah, Pathardihi and Katrasgarh. | 7 5 3 | " |
| Samla No. 4 ... | 7 9 3 | " | | | |
| Darulah Siding ... | 7 9 3 | " | Serampur ... | 7 14 3 | " |
| Palasthali ... | 7 9 3 | " | Kurhurbaree ... | 7 14 3 | " |
| Panchra ... | 7 9 3 | " | Domohani No. 2 ... | 7 14 3 | " |
| Raniganj ... | 7 7 3 | " | Chara ... | 7 7 3 | " |
| Raniganj Siding ... | 7 7 3 | " | Toposi ... | 7 7 3 | " |
| Raniganj Ghat ... | 7 7 3 | " | Singaran ... | 7 7 3 | " |
| Kalipahari ... | 7 5 3 | " | Ikrah ... | 7 7 3 | " |
| Dhadka ... | 7 5 3 | " | Jamurla ... | 7 7 3 | " |
| Jainti Siding ... | 7 9 3 | " | Barabani ... | 7 7 3 | " |
| Karmatar ... | 7 9 3 | " | Churulia ... | 7 7 3 | " |
| Sitarampur ... | 7 5 3 | " | Gaurangdi ... | 7 9 3 | " |
| Shamdih ... | 7 7 3 | " | Rajhara ... | 8 9 3† | " |
| Kulti ... | 7 5 3 | " | Rajhara Siding ... | 8 9 3† | " |
| Barakar ... | 7 7 3 | " | Bermo ... | 7 7 3† | " |
| Mugma ... | 7 7 3 | " | Ranchi Road ... | 7 12 3† | " |
| Mugma West ... | 7 7 3 | " | Ray ... | 7 14 3† | " |

† These rates apply via Barka Kana.

‡ This rate applies via Chandrapura.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. N. Ry terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-2-3 per ton at Naupada.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 501.

Bengal and North Western Railway

1. Coal, Coke and Patent Fuel, Basis for charge.—(i) The scale of rates for the carriage of Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways is the same as on the East Indian Railway, except when senders elect to despatch their coal *via* Benares Cant., *via* Shahganj, *via* Jaunpur or *via* Bara Banki in those cases where rates have been quoted *via* Mokameh Ghat, which is, therefore, the prescribed route in such cases. In respect of these latter despatches the C/Q schedule rate will apply over the Bengal and North Western Railway from *via* Benares Cant., *via* Shahganj, *via* Jaunpur or *via* Bara Banki as the case may be. The C/Q schedule rate will also be charged over the Bengal and North Western Railway in all cases when the senders elect to despatch their Coal, Coke and Patent Fuel *via* any of the junctions, *viz.*, *via* Jaunpur, *via* Shahganj, *via* Bara Banki, instead of *via* Benares Cant., the shortest and, therefore, the cheapest route, and *vice versa*.

(ii) Charges are made over the Bengal and North Western Railway on the minimum weights invoiced by sending stations irrespective of the number of wagons used on the Bengal and North Western Railway.

2. Railway Risk rate.—Charges on Coal, Coke and Patent Fuel at Railway Risk will be 20 per cent higher than the Owner's Risk rates.

3. Surcharge on Coal, Coke and Patent Fuel.—A surcharge of 12½ per cent. of the total freight charges (inclusive of Terminals, Transshipment, Ferry, Siding, Out-agency and other extra charges due) subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge of the consignment is levied on all Coal, Coke and Patent Fuel booked from stations situated on the East Indian and Bengal Nagpur Railways and lines worked by these Railways (except on soft coke), *vide* para. 10 (A) page 28 of this Tariff.

4. (a) Surcharge cess on Soft Coke.—A surcharge cess of Re. 0-2-0 per ton is levied on Soft Coke originating at Collieries situated in the Provinces of Bengal, Bihar and Orissa, *vide* paragraph 9 page 27 of this Tariff.

5. Terminal charge.—The Bengal and North Western Railway levy a terminal charge of Re. 0-2-0 per ton on Public Coal, Coke and Patent Fuel booked to stations on that Railway. This terminal charge is not levied on the Bengal and North Western Railway Loco. Coal.

6. Transshipment and Ferry charges.—In calculating rates *via* Mokameh Ghat and *via* Bhagalpur a ferry charge of Re. 1-0-0 per ton due to the Bengal and North Western Railway and a transshipment charge of Re. 0-2-3 per ton due to the East Indian Railway must be levied in addition to the through mileage rates in each case. In calculating rates *via* the other Junctions the transshipment charge leviable by the East Indian Railway must be levied in addition to the through mileage rate in each case.

7. Distances and rates *via* Bhagalpur and *via* Mokameh Ghat.—The distances shown in this Tariff between *via* Bhagalpur and stations on the Bengal and North Western Railway except Barari and Bhagalpur Kacheri, include the ferry distance of 21 miles, which should be deducted when calculating rates for Coal on the through distance *via* this route. The distances between *via* Mokameh Ghat and stations on the Bengal and North Western Railway do not include the ferry distance of 21 miles, which should not, therefore, be deducted when calculating through rates for coal *via* Mokameh Ghat.

8. Routing of Coal, Coke and Patent Fuel in bulk for stations on the Bengal and North Western Railway.—Coal, Coke and Patent Fuel in bulk from Collieries in Bengal, Bihar and Orissa may be booked through to stations on the Bengal and North Western Railway and *via*, *via* the undermentioned Junctions only. Coal, Coke and Patent Fuel in bulk cannot be booked through *via* any other Junction with the Bengal and North Western Railway:—

| | | |
|------------------------------|--------------------------|---------------------|
| <i>Via</i> Bhagalpur. | <i>Via</i> Mokameh Ghat. | <i>Via</i> Jaunpur. |
| Manihari Ghat and Katihar. | „ Benares Cant. | „ Bara Banki. |
| Naihati, Amnura and Katihar. | „ Shahganj. | |

B. & N. W. Ry.

The above restrictions in booking do not apply in the case of Coal, Coke and Patent Fuel booked from Umaria, Birsinghpur and Burhar Collieries of the Bengal Nagpur Railway.

Coal, Coke and Patent Fuel for Badshanagar must be routed *via* Bara Banki. In all other cases the traffic should invariably be routed *via* the shortest route.

9. Coal (steam, rubble, slack and dust) and Coke loaded in Bengal and North Western Railway wagons—charge for.—Bengal and North Western Railway wagons Nos. 1 to 200 are in every respect treated as East Indian Railway wagons, and the charge for coal (steam, rubble, slack and dust) and coke loaded in these wagons will be the same as that laid down for East Indian Railway wagons.

10. Shanker Kali Oil Mill Wharf at Katihar.—Coal, Coke and Patent Fuel may be booked to Shanker Kali Oil Mill at Katihar *via* Katihar (B. & N. W. Railway). A charge of 10 pias per ton as for one mile due to the Eastern Bengal Railway will be made in addition to the rates to Katihar.

11. Burhwal Sugar Mill Siding at Burhwal.—Coal, Coke and Patent Fuel may be booked to Burhwal Sugar Mill Siding (N. G.) at Burhwal. A charge of 10 pias per ton as for one mile, will be made in addition to the rates to Burhwal.

12. Chowdhury Oil Mill Siding.—Coal, Coke and Patent Fuel may be booked to Chowdhury Oil Mill Siding at Katihar, *via* Katihar, Bengal and North Western Railway. A charge of 10 pias per ton as for 1 mile due to the Eastern Bengal Railway will be levied in addition to the rates to Katihar (B. & N. W. Railway).

13. Katihar Rice and Oil Mills Siding.—Coal, Coke and Patent Fuel in wagon loads may be booked to Katihar Rice and Oil Mills Siding at Katihar, *via* Katihar, Bengal and North Western Railway. A siding charge of Re. 0-1-8 per ton due to the Eastern Bengal Railway will be levied in addition to the rates to Katihar (B. & N. W. Railway).

14. Gunduck Siding at Samastipur.—Coal, Coke and Patent Fuel cannot be booked to Gunduck Siding.

15. Couper Paper Mill Siding.—On Coal, Coke and Patent Fuel booked to Couper Paper Mill Siding at Badshahnagar no extra siding charge is levied when traffic is carried in Bengal and North Western Railway wagons. If other Foreign Railway wagons are used, a charge of 6 pias per wagon will be levied in addition to rates to Badshahnagar and recovered locally by the staff at Badshahnagar.

16. Booking of Coal to Purnea Rice Mill Siding.—Coal, Coke and Patent Fuel in full wagon loads may be booked to Purnea Rice Mill Siding on the Eastern Bengal Railway, *via* Katihar, Bengal and North Western Railway. A charge of Re. 0-1-8 pias per ton due to the Eastern Bengal Railway is levied in addition to the rates to Katihar, Bengal and North Western Railway.

17. Raxaul Nepal Siding.—Coal, Coke and Patent Fuel in full wagon loads may be booked to Raxaul Nepal Siding. A siding charge of Rs. 1-8-0 per wagon is levied in addition to rates to Raxaul.

18. Coal booked to Lohat.—In case of coal booked to Lohat (siding) charge will be made on the actual distance, *viz.* distance from Junction to Pandaul, plus 4 miles, which is the distance from Pandaul to Lohat.

19. Out-Agencies.—Coal in bulk cannot be booked to Nowgarh and Shohratgarh Out-Agencies.

20. Routing of Coal to Sitapur City.—Coal, Coke and Patent Fuel intended for Sitapur City must be booked by the East Indian Railway route.

B. & N. W. Ry.

The following are the distances between the different Junctions and stations on the Bengal and North Western Railway:—

| Stations | Via Katihar | Via Jaunpur | Via Shahganj | Via Bhagalpur | Via Mokameh Ghat | Via Cawnpore Central Goods Shed | Via Benares Cant. | Via Bara Banki |
|------------------------------------|-------------|-------------|--------------|---------------|------------------|---------------------------------|-------------------|----------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Katihar Jn. and <i>via</i> † | .. | 344 | 347 | 80 | 118 | 530 | 330 | 464 |
| Katihar West † | .. | .. | .. | .. | .. | .. | .. | .. |
| Semapur | 7 | 337 | 340 | 73 | 111 | 523 | 323 | 457 |
| Karagola Road | 14 | 331 | 333 | 67 | 104 | 517 | 316 | 451 |
| Kursela | 24 | 321 | 323 | 57 | 94 | 507 | 306 | 441 |
| Katareah | 28 | 317 | 319 | 53 | 90 | 503 | 302 | 437 |
| Naugachia | 36 | 309 | 312 | 45 | 82 | 495 | 295 | 429 |
| Kharik | 40 | 304 | 307 | 40 | 77 | 490 | 290 | 424 |
| Thana Bihpur | 46 | 299 | 302 | 35 | 72 | 485 | 285 | 419 |
| Narayanpur | 50 | 295 | 297 | 40 | 68 | 480 | 280 | 414 |
| Pasraha | 58 | 287 | 290 | 47 | 60 | 473 | 273 | 407 |
| Mahesh Khunt | 65 | 279 | 282 | 55 | 53 | 465 | 265 | 399 |
| Mansi | 72 | 273 | 276 | 61 | 46 | 459 | 258 | 398 |
| Khagaria | 77 | 268 | 270 | 67 | 41 | 454 | 253 | 388 |
| Sahabpur Kamal | 85 | 259 | 262 | 75 | 33 | 445 | 245 | 379 |
| Lakhminia | 91 | 254 | 256 | 81 | 27 | 440 | 239 | 374 |
| Lakho | 98 | 247 | 250 | 87 | 20 | 433 | 233 | 367 |
| Begu Sarai | 102 | 243 | 245 | 92 | 16 | 429 | 228 | 363 |
| Tilrath | 107 | 238 | 241 | 96 | 11 | 424 | 224 | 358 |
| Barauni Jn. | 112 | 233 | 236 | 101 | 6 | 419 | 219 | 353 |
| Teghra | 116 | 229 | 231 | 106 | 11 | 415 | 214 | 348 |
| Bachhwara | 122 | 223 | 225 | 112 | 16 | 409 | 208 | 343 |
| Bazeedpur | 129 | 216 | 219 | 118 | 23 | 402 | 202 | 336 |
| Mohiuddinnagar | 135 | 210 | 213 | 124 | 29 | 396 | 196 | 330 |
| Shahpur Patoree | 143 | 202 | 205 | 132 | 37 | 388 | 188 | 322 |
| Mahnar Road | 148 | 197 | 200 | 137 | 42 | 383 | 183 | 317 |
| Sahadai Buzurg | 151 | 194 | 197 | 140 | 45 | 380 | 180 | 314 |
| Desari | 154 | 191 | 194 | 143 | 48 | 377 | 177 | 311 |
| Chak Sikandar | 157 | 188 | 191 | 146 | 51 | 374 | 174 | 308 |
| Bidupur | 160 | 185 | 188 | 149 | 54 | 371 | 171 | 305 |
| Hajipur | 166 | 179 | 181 | 156 | 61 | 365 | 164 | 299 |
| Sonpore | 169 | 175 | 178 | 159 | 64 | 361 | 161 | 295 |
| Parmanandpur | 174 | 171 | 174 | 163 | 68 | 357 | 157 | 291 |
| Nayagaon | 177 | 168 | 171 | 166 | 71 | 354 | 154 | 288 |
| Sitalpur | 181 | 164 | 166 | 171 | 76 | 350 | 149 | 283 |
| Dighwara | 184 | 161 | 163 | 174 | 79 | 347 | 146 | 281 |
| Santa | 190 | 155 | 158 | 179 | 84 | 341 | 141 | 275 |
| Goldinganj | 195 | 150 | 152 | 185 | 90 | 336 | 135 | 269 |
| Chupra | 202 | 143 | 145 | 192 | 96 | 329 | 128 | 262 |
| Kopa Samhota | 209 | 149 | 152 | 199 | 103 | 322 | 135 | 256 |
| Daudpur | 214 | 155 | 157 | 204 | 109 | 317 | 140 | 250 |
| Ekma | 220 | 160 | 156 | 209 | 114 | 311 | 145 | 245 |
| Chainwa | 224 | 162 | 152 | 214 | 119 | 307 | 148 | 241 |
| Daronda | 229 | 157 | 147 | 219 | 124 | 302 | 143 | 236 |
| Pachrukhi | 235 | 152 | 141 | 225 | 130 | 296 | 137 | 230 |

Note.—The distances *via* Bhagalpur include the ferry distance of 21 miles. The distances *via* Mokameh Ghat do not include the ferry distance of 21 miles.

† Coal, Coke and Patent fuel intended for Katihar (B. & N. W. Ry.) must be booked to Katihar West. The rates to Katihar West are the same as to Katihar (B. & N. W. Ry.). Loco. coal for the use of the E. B. Ry. only may be booked to Katihar Junction by the B. & N. W. Ry. route *via* Bhagalpur.

| Stations. | <i>Via</i> Katihar | <i>Via</i> Jaunpur | <i>Via</i> Shahganj | <i>Via</i> Bhagalpur | <i>Via</i> Mokameh Ghat | <i>Via</i> Cawnpore Central Goods Shed | <i>Via</i> Benares Cant. | <i>Via</i> Bara Banki |
|---------------------------------|--------------------|--------------------|---------------------|----------------------|-------------------------|----------------------------------------|--------------------------|-----------------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Savan | 240 | 146 | 136 | 230 | 135 | 291 | 132 | 225 |
| Bhatapokhar | 247 | 140 | 129 | 236 | 141 | 284 | 125 | 218 |
| Mairwa | 254 | 133 | 122 | 243 | 148 | 277 | 119 | 211 |
| Bankata | 258 | 129 | 118 | 247 | 152 | 273 | 114 | 207 |
| Bhatpar Rani | 263 | 124 | 113 | 252 | 157 | 268 | 109 | 202 |
| Bhatni | 291 | 116 | 105 | 260 | 165 | 260 | 101 | 194 |
| Nunkhar | 275 | 120 | 110 | 265 | 170 | 256 | 106 | 190 |
| Tahsil Deoria | 283 | 129 | 118 | 273 | 178 | 247 | 114 | 181 |
| Baitalpur | 288 | 133 | 122 | 277 | 182 | 242 | 118 | 177 |
| Gauri Bazar | 293 | 138 | 127 | 282 | 187 | 238 | 124 | 172 |
| Chauri Chaura | 299 | 144 | 133 | 288 | 193 | 232 | 130 | 166 |
| Sardarnagar | 302 | 147 | 136 | 291 | 197 | 229 | 133 | 163 |
| Kusmhi | 306 | 151 | 140 | 295 | 200 | 225 | 137 | 159 |
| Kunraghat | 312 | 157 | 146 | 301 | 206 | 219 | 142 | 153 |
| Gorakhpur | 314 | 159 | 149 | 304 | 209 | 217 | 145 | 151 |
| Gorakhpur Store Depot † | 314 | 159 | 149 | 304 | 209 | 217 | 145 | 151 |
| Jagatbela | 321 | 166 | 155 | 310 | 215 | 209 | 151 | 144 |
| Sahjanwa | 325 | 170 | 159 | 314 | 219 | 206 | 155 | 140 |
| Maghar | 330 | 175 | 164 | 319 | 224 | 201 | 161 | 135 |
| Khalilabad | 335 | 180 | 170 | 325 | 230 | 196 | 166 | 130 |
| Munderwa | 345 | 190 | 179 | 334 | 239 | 186 | 175 | 120 |
| Basti | 354 | 199 | 188 | 343 | 248 | 177 | 184 | 111 |
| Walterganj | 357 | 203 | 192 | 347 | 252 | 173 | 188 | 107 |
| Tinich | 363 | 208 | 197 | 352 | 257 | 168 | 193 | 102 |
| Gaur | 368 | 213 | 202 | 357 | 262 | 163 | 199 | 97 |
| Babhnan | 373 | 218 | 207 | 362 | 267 | 158 | 203 | 92 |
| Maskunwa | 382 | 228 | 217 | 372 | 277 | 148 | 213 | 82 |
| Mankapur | 391 | 237 | 226 | 381 | 286 | 140 | 222 | 73 |
| Motiganj | 399 | 245 | 234 | 389 | 294 | 132 | 230 | 65 |
| Gonda | 409 | 254 | 243 | 398 | 303 | 122 | 239 | 56 |
| Gonda Kacheri | 412 | 257 | 246 | 401 | 306 | 119 | 242 | 53 |
| Maijapur | 420 | 265 | 254 | 409 | 314 | 111 | 250 | 45 |
| Colonelganj | 427 | 272 | 261 | 416 | 321 | 104 | 257 | 38 |
| Sarju | 431 | 277 | 266 | 421 | 326 | 99 | 262 | 33 |
| Jarwal Road | 437 | 283 | 272 | 427 | 332 | 94 | 268 | 27 |
| Gogra Ghat | 440 | 285 | 275 | 430 | 335 | 91 | 271 | 25 |
| Chowka Ghat | 444 | 289 | 278 | 433 | 338 | 87 | 274 | 21 |
| Burhwal | 447 | 293 | 282 | 437 | 342 | 83 | 278 | .. |
| Bindaura | 453 | 299 | .. | 443 | .. | 77 | .. | .. |
| Jahangirabad | 459 | 305 | .. | 449 | .. | 72 | .. | .. |
| Bara Banki and <i>via</i> | 464 | 310 | .. | 454 | .. | 67 | .. | .. |
| Jugaur | 471 | 316 | .. | 461 | .. | 60 | .. | .. |
| Malhaur | 475 | 320 | .. | 464 | .. | 56 | .. | .. |
| Badshahnagar | 480 | 325 | .. | 469 | .. | 51 | .. | 16 |
| Daliganj and <i>via</i> * | 482 | 328 | .. | 472 | .. | 48 | .. | .. |
| Lucknow City | 484 | 329 | .. | 473 | .. | 47 | .. | .. |
| Aishbagh * | 485 | 331 | .. | 475 | 380 | 46 | .. | .. |
| Lucknow Jn. | .. | 332 | .. | 477 | .. | 47 | .. | .. |

Note.—The distances *via* Bhagalpur include the ferry distance of 21 miles. The distances *via* Mokameh Ghat do not include the ferry distance of 21 miles.

* Coal, Coke and Patent fuel for the Public must not be booked to these stations.

† Open for traffic intended for the B. & N. W. Ry. Loco. Workshop at Gorakhpur.

| Stations. | <i>Via</i> Katihar | <i>Via</i> Jaunpur | <i>Via</i> Shahganj | <i>Via</i> Bhagalpur | <i>Via</i> Mokameh Ghat | <i>Via</i> Cawnpore Central Goods Shed | <i>Via</i> Benares Cant. | <i>Via</i> Bara Banki |
|-------------------------------------|--------------------|--------------------|---------------------|----------------------|-------------------------|----------------------------------------|--------------------------|-----------------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Amausi | 491 | 337 | .. | 481 | .. | 39 | .. | .. |
| Harauni | 499 | 344 | .. | 488 | .. | 32 | .. | .. |
| Ajgain | 509 | 354 | 343 | 498 | .. | 22 | .. | .. |
| Unao | 518 | 364 | 353 | 503 | .. | 12 | .. | .. |
| Unao Mills | 521 | .. | .. | 511 | .. | 14 | .. | .. |
| Magariwara | .. | 368 | 358 | 513 | .. | .. | .. | .. |
| Cawnpore and <i>via</i> | 530 | 376 | 365 | 520 | 425 | .. | .. | .. |
| Lattipur | 50 | 303 | 306 | 31 | 76 | 489 | 289 | 423 |
| Mahadeopur Ghat | 54 | 308 | 310 | 27 | 81 | 494 | 293 | 428 |
| Barari | 75 | 329 | 331 | 6* | 102 | 515 | 314 | 449 |
| Bhagalpur Kacheri | 78 | 332 | 335 | 2* | 105 | 518 | 318 | 452 |
| Bhagalpur and <i>via</i> | 80 | 3 4 | 337 | .. | 107 | 520 | 319 | 454 |
| Badla Ghat | 76 | 277 | 280 | 65 | 50 | 463 | 262 | 397 |
| Dhamara Ghat | 79 | 281 | 283 | 69 | 54 | 466 | 266 | 400 |
| Koparia | 84 | 285 | 287 | 73 | 58 | 471 | 270 | 405 |
| Simri-Bakhtiyarpur | 88 | 289 | 291 | 77 | 62 | 475 | 274 | 409 |
| Sonbarsa Kacheri | 93 | 294 | 296 | 82 | 67 | 480 | 279 | 414 |
| Saharsa | 98 | 299 | 302 | 88 | 72 | 485 | 285 | 419 |
| Panchgachia | 105 | 306 | 308 | 94 | 79 | 492 | 291 | 426 |
| Parsarna | 108 | 309 | 312 | 98 | 82 | 495 | 295 | 429 |
| Supaul | 115 | 316 | 319 | 105 | 89 | 502 | 302 | 429 |
| Thurbhita | 123 | 324 | 327 | 112 | 97 | 510 | 309 | 421 |
| Bajinathpur | 103 | 304 | 306 | 92 | 77 | 490 | 289 | 424 |
| Dauram Madhepura | 111 | 308 | 311 | 97 | 81 | 494 | 294 | 428 |
| Olapur | 83 | 274 | 276 | 73 | 47 | 460 | 259 | 394 |
| Imli | 89 | 279 | 282 | 78 | 52 | 465 | 265 | 399 |
| Salouna | 93 | 282 | 284 | 82 | 56 | 468 | 267 | 401 |
| Hasanpur Road | 102 | 272 | 275 | 92 | 66 | 458 | 258 | 392 |
| Nayanagar | 107 | 267 | 269 | 97 | 60 | 453 | 252 | 387 |
| Rusera Ghat | 112 | 262 | 265 | 102 | 56 | 448 | 248 | 382 |
| Narhan | 116 | 258 | 261 | 106 | 52 | 444 | 244 | 378 |
| Angar Ghat | 121 | 253 | 256 | 111 | 47 | 439 | 239 | 373 |
| Monghyr Ghat and <i>via</i> † | 94 | 268 | 271 | 79 | 36 | 449 | 249 | 388 |
| Semaria Ghat | 118 | 239 | 241 | 107 | .. | 425 | 224 | 359 |
| Mokameh Ghat and <i>via</i> | .. | 260 | 262 | .. | .. | .. | .. | 380 |
| Dalsing Sarai | 129 | 230 | 232 | 118 | 23 | 416 | 215 | 350 |
| Ujarpur | 136 | 239 | 241 | 125 | 32 | 425 | 224 | 358 |
| Samastipur | 130 | 244 | 247 | 120 | 38 | 430 | 230 | 364 |
| Samastipur Stores Siding § | .. | .. | .. | .. | .. | .. | .. | .. |
| Pusa Road | 139 | 236 | 238 | 128 | 46 | 422 | 221 | 356 |

Note.—The distances *via* Bhagalpur include the ferry distance of 21 miles. The distance *via* Mokameh Ghat do not include the ferry distance of 21 miles.

* The distances between *via* Bhagalpur and Bhagalpur Kacheri and Barari do not involve the B. & N. W. Ry. ferry. In calculating through rates for coal, coke and patent fuel to these stations *via* Bhagalpur the E. I. Ry. transhipment charge Re. 0-2-3 per ton only should be levied, the B. & N. W. Ry. ferry charge of Re. 1-0-0 per ton must not be levied in addition.

† Through booking *via* Monghyr Ghat is at present suspended.

§ Rates to and from this station is the same as to and from Samastipur. This station is open for receipt and despatch of Stores and Materials to the Controller of Stores, Samastipur.

| Stations. | Via Katihar | Via Jaunpur | Via Shahganj | Via Bhagalpur | Via Mokameh Ghat | Via Cawnpore Central Goods Shed | Via Benares Cant. | Via Bara Banki |
|--------------------|-------------|-------------|--------------|---------------|------------------|---------------------------------|-------------------|----------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Dholi | 147 | 228 | 230 | 136 | 54 | 414 | 213 | 348 |
| Silout | 155 | 220 | 222 | 144 | 63 | 406 | 205 | 340 |
| Muzaffarpur .. | 162 | 212 | 215 | 152 | 70 | 398 | 198 | 332 |
| Turki | 171 | 204 | 206 | 161 | 79 | 389 | 189 | 323 |
| Kurhani | 175 | 200 | 202 | 164 | 82 | 386 | 185 | 319 |
| Goraui | 178 | 196 | 199 | 168 | 78 | 382 | 181 | 316 |
| Bhagwanpur .. | 178 | 191 | 193 | 168 | 73 | 377 | 176 | 311 |
| Sarai | 173 | 185 | 188 | 162 | 67 | 371 | 171 | 305 |
| Muktapur | 132 | 246 | 249 | 122 | 40 | 432 | 232 | 366 |
| Kishanpur | 137 | 251 | 253 | 126 | 44 | 437 | 236 | 371 |
| Haiya Ghat .. | 144 | 258 | 260 | 133 | 51 | 444 | 243 | 367 |
| Laheria Sarai .. | 150 | 265 | 267 | 140 | 58 | 451 | 250 | 361 |
| Darbhangha .. | 153 | 267 | 270 | 143 | 61 | 453 | 253 | 358 |
| Tarsarai | 161 | 275 | 278 | 151 | 69 | 461 | 261 | 366 |
| Sakri | 165 | 280 | 282 | 155 | 73 | 466 | 265 | 370 |
| Manigachi | 169 | 284 | 286 | 159 | 77 | 470 | 269 | 374 |
| Jhanjharpur .. | 162 | 292 | 294 | 151 | 85 | 478 | 277 | 382 |
| Tamuria | 156 | 297 | 299 | 146 | 90 | 483 | 282 | 387 |
| Ghogardiha .. | 149 | 305 | 307 | 138 | 98 | 491 | 290 | 395 |
| Nirmali | 142 | 311 | 314 | 132 | 105 | 497 | 297 | 402 |
| Raharia | 136 | 317 | 320 | 126 | 111 | 503 | 303 | 408 |
| Bhaptiahi | 132 | 321 | 324 | 121 | 106 | 507 | 307 | 412 |
| Raghupur ‡ .. | 138 | 328 | 330 | 128 | 113 | 514 | 313 | 418 |
| Pertabganj Ghat ‡ | .. | 333 | 335 | 133 | 118 | .. | 318 | 423 |
| Pandaul | 170 | 285 | 287 | 160 | 78 | 470 | 270 | 375 |
| Lohat Siding § .. | 174 | 289 | 291 | 164 | 82 | 474 | 274 | 379 |
| Madhubani | 176 | 290 | 293 | 166 | 84 | 476 | 276 | 381 |
| Rajnagar | 182 | 296 | 299 | 172 | 90 | 482 | 282 | 387 |
| Khajauli | 188 | 302 | 304 | 177 | 95 | 488 | 287 | 392 |
| Jaynagar | 195 | 309 | 312 | 185 | 103 | 495 | 295 | 400 |
| Mohammadpur .. | 160 | 274 | 277 | 150 | 68 | 460 | 260 | 351 |
| Kamtaul | 168 | 282 | 284 | 157 | 75 | 468 | 267 | 343 |
| Jogiara | 175 | 289 | 291 | 164 | 82 | 475 | 274 | 336 |
| Janakpur Road .. | 180 | 294 | 297 | 169 | 88 | 480 | 279 | 331 |
| Bejpatti | 187 | 301 | 304 | 177 | 95 | 487 | 287 | 324 |
| Sitamarhi | 196 | 310 | 312 | 185 | 103 | 496 | 295 | 316 |
| Riga | 201 | 315 | 308 | 191 | 109 | 501 | 301 | 310 |
| Dhang | 208 | 311 | 301 | 198 | 116 | 508 | 308 | 303 |
| Bairagnia | 214 | 306 | 295 | 203 | 121 | 512 | 311 | 298 |
| Kundwa Chainpur .. | 220 | 300 | 289 | 209 | 127 | 506 | 305 | 291 |
| Ghorasahan | 225 | 295 | 284 | 214 | 132 | 501 | 300 | 286 |
| Chauradano | 232 | 288 | 277 | 222 | 140 | 494 | 293 | 279 |
| Adapur | 239 | 280 | 270 | 229 | 147 | 486 | 286 | 272 |
| Raxaul | 243 | 273 | 262 | 233 | 151 | 479 | 278 | 264 |

Note.—The distances *via* Bhagalpur include the ferry distance of 21 miles. The distances *via* Mokameh Ghat do not include the ferry mileage of 21 miles.

§ Goods intended for Darbhanga Sugar Co. only are booked to and from Lohat siding.

‡ Closed.

| Stations. | Via Katihar | Via Jaunpur | Via Shahganj | Via Bhagalpur | Via Mokameh Ghat | Via Cawnpore Central Goods Shed. | Via Benares Cant. | Via Bara Banki |
|----------------------------|-------------|-------------|--------------|---------------|------------------|----------------------------------|-------------------|----------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Bhelwa | 248 | 268 | 258 | 237 | 155 | 483 | 283 | 260 |
| Sikta | 254 | 262 | 252 | 243 | 161 | 489 | 289 | 254 |
| Gokhula | 263 | 253 | 242 | 252 | 170 | 498 | 298 | 245 |
| Kanti | 170 | 220 | 223 | 160 | 78 | 406 | 205 | 331 |
| Motipur | 179 | 228 | 231 | 168 | 86 | 414 | 214 | 322 |
| Mahwal | 183 | 233 | 235 | 172 | 90 | 418 | 218 | 318 |
| Mehsi | 187 | 237 | 239 | 177 | 95 | 423 | 222 | 314 |
| Chakia | 192 | 242 | 244 | 182 | 100 | 428 | 227 | 309 |
| Pipra | 199 | 248 | 251 | 188 | 106 | 434 | 234 | 302 |
| Jiudhara | 207 | 257 | 259 | 196 | 115 | 442 | 242 | 294 |
| Motihari | 212 | 262 | 264 | 202 | 120 | 448 | 247 | 289 |
| Semra | 219 | 269 | 271 | 209 | 127 | 455 | 254 | 282 |
| Sagauli | 225 | 275 | 274 | 215 | 133 | 461 | 260 | 276 |
| Majhowlia | 233 | 277 | 266 | 223 | 141 | 469 | 268 | 268 |
| Bettiah | 239 | 270 | 260 | 229 | 147 | 475 | 274 | 262 |
| Changatia | 250 | 260 | 249 | 239 | 157 | 485 | 285 | 251 |
| Sathi | 255 | 254 | 244 | 245 | 163 | 491 | 290 | 246 |
| Narkatiagani | 262 | 248 | 237 | 251 | 169 | 497 | 297 | 239 |
| Ramgarhwa | 234 | 282 | 271 | 224 | 142 | 470 | 269 | 273 |
| Amolwa | 270 | 256 | 245 | 259 | 177 | 505 | 305 | 247 |
| Gaunaha | 276 | 262 | 251 | 265 | 183 | 511 | 311 | 253 |
| Bikhna Thoree | 284 | 270 | 259 | 273 | 191 | 519 | 319 | 261 |
| Harinagar | 271 | 238 | 227 | 261 | 179 | 507 | 307 | 229 |
| Bhairoganj | 277 | 233 | 222 | 266 | 184 | 512 | 312 | 224 |
| Kharjokhra | 282 | 227 | 216 | 272 | 190 | 518 | 317 | 219 |
| Bagaha | 288 | 222 | 211 | 277 | 195 | 523 | 323 | 213 |
| Chhitauni | 350 | 215 | 204 | 340 | 245 | 272 | 200 | 206 |
| Khada | 344 | 209 | 198 | 334 | 239 | 266 | 194 | 200 |
| Siswa Bazar | 336 | 200 | 189 | 325 | 230 | 257 | 185 | 191 |
| Ghughli | 328 | 193 | 182 | 318 | 223 | 250 | 178 | 184 |
| Captainganj | 319 | 183 | 173 | 309 | 214 | 241 | 169 | 175 |
| Bodarwar | 324 | 178 | 168 | 314 | 219 | 236 | 164 | 170 |
| Pipraich | 326 | 171 | 160 | 315 | 220 | 229 | 157 | 163 |
| Hajipur Ghat | 168 | 180 | 183 | 157 | 62 | 365 | 164 | 300 |
| Palca Ghat | 176 | 182 | 185 | 166 | 71 | 368 | 168 | 302 |
| Digha Ghat and via | .. | 203 | 206 | .. | .. | .. | .. | 323 |
| Khairah | 209 | 150 | 152 | 199 | 104 | 336 | 135 | 269 |
| Paterhi | 214 | 154 | 157 | 204 | 109 | 340 | 140 | 274 |
| Marhowrah | 219 | 159 | 161 | 208 | 113 | 345 | 144 | 279 |
| Mashra | 228 | 169 | 171 | 218 | 123 | 355 | 154 | 288 |
| Rajpatti | 234 | 174 | 177 | 224 | 129 | 336 | 160 | 270 |
| Dighwa Dobowli | 241 | 181 | 180 | 231 | 136 | 329 | 167 | 263 |
| Sidhwalia | 248 | 184 | 173 | 237 | 142 | 322 | 169 | 256 |
| Ratan Sarai | 254 | 177 | 166 | 244 | 149 | 316 | 163 | 250 |
| Manjhagarh | 259 | 172 | 161 | 249 | 154 | 310 | 157 | 244 |
| Harkhua | 261 | 167 | 156 | 250 | 155 | 305 | 152 | 239 |

Note.—The distances *via* Bhagalpur include the ferry mileage of 21 miles. The distances *via* Mokameh Ghat do not include the ferry distance of 21 miles.

B. & N. W. Ry.

| Stations. | <i>Via</i> Katihar | <i>Via</i> Jaunpur | <i>Via</i> Shahganj | <i>Via</i> Bhagalpur | <i>Via</i> Mokameh Ghat | <i>Via</i> Cawnpore Central Goods Shed | <i>Via</i> Benares Cant. | <i>Via</i> Bara Benhi |
|------------------------------------------------------|-----------------------|-----------------------|------------------------|-------------------------|-------------------------------|-------------------------------------------------|--------------------------------|--------------------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Maharajganj | 233 | 161 | 150 | 223 | 128 | 305 | 147 | 239 |
| Amlori Sarsar | 246 | 153 | 142 | 236 | 141 | 297 | 138 | 231 |
| Hathua | 252 | 158 | 147 | 241 | 146 | 302 | 143 | 236 |
| Thawe | 258 | 164 | 153 | 247 | 152 | 302 | 149 | 236 |
| Sasa Musa | 264 | 170 | 160 | 254 | 159 | 296 | 156 | 230 |
| Jalalpur | 269 | 176 | 165 | 259 | 164 | 291 | 161 | 225 |
| Tariasujan | 275 | 181 | 170 | 264 | 169 | 285 | 166 | 219 |
| Tamkuhi Road | 280 | 186 | 176 | 270 | 175 | 280 | 172 | 214 |
| Dudahi | 288 | 194 | 183 | 277 | 182 | 272 | 179 | 206 |
| Padrauna | 300 | 203 | 192 | 289 | 194 | 260 | 188 | 194 |
| Ramkola | 309 | 193 | 183 | 299 | 204 | 251 | 179 | 185 |
| Lakshmiganj | 313 | 190 | 179 | 303 | 207 | 247 | 175 | 181 |
| Revelganj | 208 | 137 | 140 | 197 | 102 | 334 | 123 | 268 |
| Revelganj Ghat | 209 | 136 | 138 | 199 | 104 | 335 | 121 | 269 |
| Bakulha | 216 | 129 | 131 | 206 | 111 | 342 | 114 | 276 |
| Suraimanpur | 220 | 125 | 127 | 210 | 115 | 346 | 110 | 280 |
| Kath Kuiyan | 295 | 201 | 190 | 284 | 189 | 265 | 186 | 199 |
| Reoti | 227 | 118 | 121 | 216 | 121 | 352 | 104 | 286 |
| Sahatwar | 232 | 113 | 115 | 222 | 127 | 347 | 98 | 281 |
| Bansdih Road | 237 | 108 | 110 | 227 | 132 | 342 | 93 | 276 |
| Ballia | 243 | 102 | 105 | 232 | 137 | 336 | 88 | 270 |
| Phepnna | 249 | 96 | 98 | 239 | 144 | 330 | 81 | 264 |
| Chit Baragaon | 253 | 92 | 102 | 242 | 147 | 334 | 77 | 268 |
| Tajpur Dehma | 258 | 87 | 107 | 247 | 152 | 338 | 73 | 272 |
| Karimuddinpur | 262 | 83 | 111 | 252 | 157 | 343 | 68 | 277 |
| Dhondha Dih | 266 | 79 | 116 | 256 | 161 | 347 | 64 | 281 |
| Yusufpur | 271 | 74 | 120 | 260 | 165 | 352 | 60 | 285 |
| Shahbaz Kuli | 275 | 70 | 125 | 265 | 170 | 356 | 55 | 290 |
| Ghazipur Ghat | 281 | 64 | 125 | 271 | 176 | 362 | 49 | 296 |
| Ghazipur City | 284 | 61 | 122 | 273 | 178 | 364 | 47 | 298 |
| Nandganj | 294 | 50 | 111 | 284 | 189 | 353 | 36 | 287 |
| Taraon | 300 | 45 | 106 | 290 | 195 | 347 | 30 | 281 |
| Saiyedpur Bhitri | 305 | 40 | 101 | 295 | 200 | 342 | 25 | 276 |
| Aunrihar | 308 | 37 | 98 | 298 | 203 | 339 | 22 | 273 |
| Rajawari | 313 | 42 | 103 | 303 | 208 | 344 | 17 | 278 |
| Kadipur | 317 | 46 | 107 | 307 | 212 | 349 | 13 | 283 |
| Sarnath | 325 | 54 | 114 | 314 | 219 | 356 | 6 | 290 |
| Benares City * | 328 | 57 | 118 | 317 | 222 | 359 | 2 | 293 |
| Benares Cantonment and <i>via</i> Manduadih | 330 | 59 | 120 | 319 | 224 | 361 | .. | 295 |
| Raja Talab | 332 | 61 | 122 | 322 | 227 | 363 | 3 | 297 |
| .. .. | 340 | 69 | 130 | 330 | 235 | 372 | 11 | 306 |
| Kachhwa Road | 349 | 78 | 139 | 339 | 244 | 381 | 20 | 315 |
| Madho Singh | 359 | 88 | 149 | 349 | 254 | 390 | 30 | 324 |
| Mirzapur Ghat | 366 | 95 | 156 | 356 | 261 | 397 | 37 | 331 |

Note.—The distances *via* Bhagalpur include the ferry mileage of 21 miles. The distances *via* Mokameh Ghat do not include the ferry distance of 21 miles.

* Public coal to Benares should be booked direct over the E. I. Ry. Broad Gauge route.

| Stations. | Via Katihar | Via Jaunpur | Via Shahganj | Via Bhagalpur | Via Mokameh Ghat | Via Cawnpore Central Goods Shed | Via Benares Cant. | Via Bara Banka |
|----------------------------------|-------------|-------------|--------------|---------------|------------------|---------------------------------|-------------------|----------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Konrh Road | 367 | 96 | 157 | 357 | 262 | 399 | 38 | 332 |
| Bhiti | 378 | 107 | 168 | 368 | 273 | 410 | 49 | 344 |
| Handia Khas | 383 | 112 | 173 | 373 | 278 | 414 | 54 | 348 |
| Saidabad | .. | 117 | 177 | 377 | 282 | .. | 58 | .. |
| Ramnathpur | 394 | 123 | 194 | 384 | 289 | 426 | 65 | 360 |
| Jhusi | 401 | 130 | 191 | 391 | 296 | 432 | 72 | 366 |
| Allahabad City and <i>via</i> .. | 406 | 135 | 195 | 395 | 300 | 437 | 76 | 371 |
| Chilkahar | 256 | 102 | 92 | 245 | 150 | 323 | 88 | 257 |
| Rasra | 263 | 95 | 84 | 253 | 157 | 316 | 81 | 250 |
| Ratanpura | 271 | 87 | 76 | 261 | 166 | 308 | 72 | 242 |
| Salimpur | 278 | 109 | 98 | 268 | 173 | 268 | 94 | 202 |
| Lar Road | 284 | 103 | 92 | 274 | 179 | 274 | 88 | 207 |
| Bilthara Road | 292 | 95 | 84 | 282 | 187 | 282 | 80 | 216 |
| Kidihdapur | 289 | 86 | 75 | 278 | 183 | 290 | 72 | 224 |
| Indara | 280 | 78 | 67 | 270 | 175 | 298 | 63 | 232 |
| Mau Jn. | 285 | 73 | 62 | 275 | 180 | 303 | 58 | 237 |
| Pipridih | 292 | 66 | 69 | 282 | 187 | 310 | 51 | 244 |
| Dulahpur | 298 | 60 | 75 | 288 | 193 | 316 | 45 | 250 |
| Jakhanian | 304 | 55 | 80 | 293 | 198 | 322 | 40 | 256 |
| Sadat | 310 | 49 | 86 | 299 | 204 | 328 | 34 | 262 |
| Mahpur | 314 | 42 | 92 | 303 | 208 | 334 | 28 | 268 |
| Satraon | 285 | 116 | 105 | 275 | 180 | 275 | 101 | 209 |
| Barhaj Bazar | 291 | 121 | 110 | 280 | 185 | 280 | 107 | 214 |
| Kopaganj | 285 | 82 | 71 | 274 | 179 | 303 | 67 | 237 |
| Ghosi | 292 | 89 | 78 | 281 | 186 | 310 | 74 | 243 |
| Dohrighat | 302 | 99 | 89 | 292 | 197 | 320 | 85 | 254 |
| Khurhat | 293 | 81 | 54 | 283 | 188 | 311 | 66 | 245 |
| Muhammadabad Gohna .. | 299 | 86 | 49 | 288 | 193 | 317 | 72 | 251 |
| Jahanaganj Road | 304 | 92 | 43 | 294 | 199 | 322 | 77 | 256 |
| Azamgarh | 312 | 100 | 35 | 302 | 207 | 330 | 85 | 264 |
| Rani-ki-sarae | 317 | 104 | 30 | 307 | 212 | 335 | 90 | 269 |
| Phariha | 322 | 109 | 26 | 311 | 216 | 340 | 94 | 273 |
| Sarae Mir | 328 | 116 | 19 | 318 | 223 | 346 | 101 | 280 |
| Khorason Road | 334 | 121 | 13 | 324 | 229 | 352 | 107 | 286 |
| Didarganj Road | 338 | 125 | 10 | 328 | 233 | 356 | 111 | 290 |
| Shahganj and <i>via</i> | 347 | 134 | .. | 337 | 241 | 365 | 120 | 299 |
| Dudhaunda | 315 | 30 | 105 | 305 | 210 | 347 | 30 | 280 |
| Dobhi | 321 | 24 | 111 | 311 | 216 | 353 | 36 | 287 |
| Kerakat | 327 | 18 | 117 | 316 | 221 | 358 | 41 | 292 |
| Muftiganj | 334 | 11 | 124 | 324 | 229 | 366 | 49 | 299 |
| Yadvendranagar | 341 | 4 | 130 | 330 | 235 | 372 | 55 | 306 |
| Jaunpur and <i>via</i> | 344 | .. | 134 | 334 | 239 | 376 | 59 | 310 |
| Magiram | 320 | 166 | 155 | 310 | 215 | 223 | 151 | 157 |
| Peppeganj | 328 | 173 | 162 | 317 | 222 | 231 | 158 | 164 |
| Rawatganj | 330 | 175 | 164 | 319 | 224 | 232 | 160 | 166 |
| Campianganj | 335 | 180 | 169 | 324 | 229 | 237 | 165 | 171 |

Note.—The distances *via* Bhagalpur include the ferry mileage of 21 miles. The distances *via* Mokameh Ghat do not include the ferry distance of 21 miles.

| Stations. | <i>Via Katihar</i> | | <i>Via Jaunpur</i> | | <i>Via Shahganj</i> | | <i>Via Bhagalpur</i> | | <i>Via Mokameh Ghat</i> | | <i>Via Cawnpore Central Goods Shed</i> | | <i>Via Benares Cant.</i> | | <i>Via Bara Banki</i> | |
|-----------------------------------|--------------------|-----|--------------------|-----|---------------------|-----|----------------------|-----|-------------------------|--|----------------------------------------|--|--------------------------|--|-----------------------|--|
| | Miles. | | Miles. | | Miles. | | Miles. | | Miles. | | Miles. | | Miles. | | Miles. | |
| Pharenda | 340 | 185 | 174 | 329 | 234 | 233 | 170 | 166 | | | | | | | | |
| Purandarpur | 347 | 192 | 181 | 336 | 241 | 239 | 177 | 173 | | | | | | | | |
| Lachhmipur | 352 | 198 | 187 | 342 | 247 | 246 | 183 | 179 | | | | | | | | |
| Naikot | 358 | 204 | 193 | 348 | 253 | 251 | 189 | 185 | | | | | | | | |
| Nautanwa | 365 | 210 | 199 | 353 | 259 | 258 | 195 | 186 | | | | | | | | |
| Bridgmanganj | 348 | 193 | 183 | 338 | 242 | 224 | 179 | 158 | | | | | | | | |
| Uska Bazar | 353 | 198 | 188 | 343 | 248 | 219 | 184 | 153 | | | | | | | | |
| Nowgarh | 359 | 204 | 194 | 349 | 254 | 213 | 190 | 147 | | | | | | | | |
| Chilhia | 367 | 212 | 201 | 356 | 261 | 205 | 197 | 139 | | | | | | | | |
| Shohratgarh | 371 | 216 | 205 | 360 | 265 | 202 | 201 | 135 | | | | | | | | |
| Parsa | 376 | 222 | 211 | 366 | 271 | 196 | 207 | 130 | | | | | | | | |
| Barhni | 384 | 229 | 219 | 374 | 278 | 188 | 215 | 122 | | | | | | | | |
| Pachperwa | 394 | 239 | 228 | 383 | 288 | 178 | 225 | 112 | | | | | | | | |
| Gainsari | 399 | 245 | 234 | 389 | 294 | 173 | 230 | 107 | | | | | | | | |
| Tulsipur | 408 | 253 | 243 | 398 | 303 | 164 | 239 | 98 | | | | | | | | |
| Kawapur | 415 | 260 | 250 | 405 | 310 | 157 | 246 | 91 | | | | | | | | |
| Balrampur | 426 | 272 | 261 | 416 | 321 | 146 | 257 | 80 | | | | | | | | |
| Intiathoke | 421 | 266 | 255 | 410 | 315 | 134 | 251 | 68 | | | | | | | | |
| Jarwa | 409 | 254 | 243 | 398 | 303 | 182 | 239 | 116 | | | | | | | | |
| Tikri | 399 | 245 | 234 | 389 | 294 | 148 | 230 | 81 | | | | | | | | |
| Nawabganj (Gonda) | 405 | 250 | 239 | 394 | 299 | 153 | 236 | 87 | | | | | | | | |
| Katra | 410 | 255 | 244 | 399 | 304 | 158 | 241 | 92 | | | | | | | | |
| Ajodhya Ghat (Lakkar Mandi) | 412 | 257 | 246 | 401 | 306 | 160 | 242 | 94 | | | | | | | | |
| Kauria | 419 | 264 | 253 | 408 | 313 | 132 | 250 | 66 | | | | | | | | |
| Bisheshwarganj | 424 | 270 | 259 | 414 | 319 | 138 | 255 | 72 | | | | | | | | |
| Payagpur | 430 | 276 | 265 | 420 | 325 | 144 | 261 | 78 | | | | | | | | |
| Chilwaria | 439 | 284 | 273 | 428 | 333 | 152 | 269 | 86 | | | | | | | | |
| Bahraich | 446 | 291 | 281 | 436 | 341 | 160 | 277 | 94 | | | | | | | | |
| Risia | 454 | 300 | 289 | 444 | 349 | 168 | 285 | 102 | | | | | | | | |
| Matera | 462 | 307 | 296 | 451 | 356 | 175 | 293 | 109 | | | | | | | | |
| Nanpara | 468 | 313 | 302 | 457 | 362 | 181 | 298 | 115 | | | | | | | | |
| Babaganj | 476 | 321 | 310 | 465 | 370 | 189 | 306 | 123 | | | | | | | | |
| Naipalganj Road | 480 | 325 | 314 | 469 | 374 | 193 | 311 | 127 | | | | | | | | |
| Rai Bojha | 476 | 321 | 310 | 465 | 370 | 189 | 306 | 123 | | | | | | | | |
| Mihinpurwa | 482 | 328 | 317 | 472 | 377 | 196 | 313 | 130 | | | | | | | | |
| Murtiha | 496 | 341 | 330 | 485 | 390 | 209 | 326 | 143 | | | | | | | | |
| Nishangara | 501 | 346 | 335 | 490 | 395 | 214 | 332 | 148 | | | | | | | | |
| Bichia | 507 | 352 | 341 | 496 | 401 | 220 | 338 | 154 | | | | | | | | |
| Katarnian Ghat | 509 | 355 | 344 | 499 | 404 | 223 | 340 | 157 | | | | | | | | |
| Sundhia Mau | 454 | 299 | 289 | 444 | 349 | 90 | 285 | 24 | | | | | | | | |
| Tahsil Fatehpur | 461 | 306 | 295 | 450 | 355 | 97 | 292 | 31 | | | | | | | | |
| Paintepur | 467 | 312 | 301 | 456 | 361 | 103 | 298 | 37 | | | | | | | | |
| Mahmudabad (Oudh) | 471 | 316 | 305 | 460 | 365 | 107 | 301 | 41 | | | | | | | | |
| Sarayan | 478 | 323 | 313 | 468 | 373 | 114 | 309 | 48 | | | | | | | | |
| Biswan | 486 | 332 | 321 | 476 | 381 | 122 | 317 | 56 | | | | | | | | |
| Parsendi | 498 | 343 | 332 | 487 | 392 | 134 | 328 | 68 | | | | | | | | |
| Sitapur and <i>via</i> | 508 | 353 | 342 | 497 | 402 | 144 | 338 | 77 | | | | | | | | |

Note.—The distances *via* Bhagalpur include the ferry mileage of 21 miles. The distances *via* Mokameh Ghat do not include the ferry distance of 21 miles.

Table of through rates per ton for **Public Coal, Coke and Patent Fuel** in full wagon loads, at **owner's risk**, from all E. I. Ry. Colliery stations to the undermentioned stations:—

Note.—The rates for Coal, Coke and Patent Fuel for the use of the B. & N.W. Ry. and other Foreign Railways booked to stations on the B. & N.W. Ry. (not via) are Re. 0-2-0 per ton less than the rates for Public coal quoted below, as the B&NWR terminal charge is not leviable in such cases.

| Stations. | Ondal | Ukhra | Pandaveswar | Samia No. 4 | Darulah siding | Palasthali | Panchra | Route. |
|--------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|-------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Amlori Sarsar ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | Via Mokameh Ghat. (a) |
| Aunrihar † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. (a) |
| Azamgarh ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | Via Mokameh Ghat. (c) |
| Babhnai ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | Via Manihari Ghat. & Katihar. |
| Bahraich ... | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 2 10 | (a) |
| Bajinathpur ... | 6 14 3 | 7 3 3 | 7 3 3 | 7 3 3 | 7 3 3 | 7 5 3 | 7 1 3 | (c) |
| Bairagnia ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | (a) |
| Baitalpur ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | (a) |
| Balrampur ... | 8 0 3 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 2 10 | 8 0 10 | (a) |
| Ballia ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 4 10 | (a) |
| Bansdih Road ... | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | (a) |
| Barari * ... | 5 3 3 | 5 1 3 | 4 14 3 | 4 14 3 | 4 14 3 | 5 3 3 | 4 12 3 | (a) |
| Barauni Junc. ... | 5 8 3 | 5 12 3 | 5 12 3 | 5 14 3 | 5 14 3 | 6 3 3 | 5 14 3 | (a) |
| Barhaji Bazar ... | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | (a) |
| Barhni ... | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | (a) |
| Basti ... | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | (a) |
| Bazeedpur ... | 5 14 3 | 5 1 3 | 6 3 3 | 6 3 3 | 6 5 3 | 6 10 3 | 6 5 3 | (a) |
| Badshahnagar ‡ ... | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 5 0 | 7 5 0 | (a) |
| Bettiah ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) |
| Begu Sarai ... | 5 12 3 | 5 14 3 | 6 1 3 | 6 1 3 | 6 3 3 | 6 7 3 | 6 3 3 | (a) |
| Bhagwanpur ... | 6 14 3 | 7 1 3 | 7 3 3 | 7 3 3 | 7 3 3 | 7 7 3 | 7 3 3 | (a) |
| Bhatapokhar ... | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | (a) |
| Bhatni ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | (a) |
| Bhikna Thoree ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) |
| Bhatpar Rani ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | (a) |
| Bidupur ... | 6 7 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 14 3 | 7 3 3 | 6 14 3 | (a) |
| Bilthara Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | (a) |
| Biswan ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 0 10 | (a) |
| Bodarwar ... | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) |
| Bridgmanganj ... | 7 7 3 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | (a) |
| Campierganj ... | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 10 | 7 9 10 | 7 7 10 | (a) |
| Captainganj ... | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | 7 7 3 | (a) |
| Chakla ... | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) |
| Chanpatia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) |
| Chauri Chaura ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | (a) |

(a) These rates apply via Mokameh Ghat and include the E. I. & B. & N.W. Rys. terminal charges.

* These rates include the transhipment charge of Re. 0-2-3 per ton only at Bhagalpur, and the EIRy. terminal charge of Re. 0-4-0 per ton and the B&N-WRy. terminal charge of Re. 0-2-0 per ton.

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cant.

‡ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton. A transhipment charge of Rs. 3-0-0 per wagon must be levied in addition to these rates.

§ These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charge of Rs. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on soft coke.) (ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

(c) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

| Stations. | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route. |
|--------------------|-----------|-----------------------------------------|---------------|------------|-----------|-----------|---------------|-----------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Amlori Sarsar ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | Via Mokameh Ghat. (a) |
| Aunrihar † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | Via Benares Cant. |
| Azamgarh ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | (a) Via Mokameh Ghat. |
| Babnan ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | |
| Bahraich ... | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 7 12 3 | |
| Balnathpur ... | 6 14 3 | 6 14 3 | 6 14 3 | 6 12 3 | 6 10 3 | 6 12 3 | 5 14 3 | |
| Bairagnia ... | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 6 12 3 | |
| Baitalpur ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Balrampur ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 10 3 | |
| Ballia ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Bansdih Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Barrari * ... | 5 3 3 | 5 5 3 | 5 5 3 | 5 3 3 | 5 3 3 | 5 3 3 | 4 3 3 | Via Bhagalpur. |
| Barauni Junc. ... | 5 8 3 | 5 8 3 | 5 8 3 | 5 3 3 | 5 3 3 | 5 3 3 | 4 3 3 | (a) Via Mokameh Ghat. |
| Barhaj Bazar ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | |
| Barhni ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 3 | |
| Basti ... | 7 7 3 | 7 7 3 | 7 7 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | |
| Bazeedpur ... | 5 12 3 | 5 12 3 | 5 14 3 | 5 10 3 | 5 8 3 | 5 10 3 | 4 10 3 | Via Bara Banki. |
| Badshahnagar ¶ ... | 7 1 0 | 7 1 0 | 7 3 0 | 7 1 0 | 7 1 0 | 7 1 0 | 7 1 0 | |
| Bettiah ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 3 3 | (a) Via Mokameh Ghat. |
| Begu Sarai ... | 5 10 3 | 5 10 3 | 5 12 3 | 5 8 3 | 5 5 3 | 5 8 3 | 4 5 3 | |
| Bhagwanpur ... | 6 12 3 | 6 12 3 | 6 14 3 | 6 10 3 | 6 10 3 | 6 10 3 | 5 12 3 | |
| Bhatapokhar ... | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | |
| Bhatni ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Bhikna Thoree ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Bhatpar Rani ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 14 10 | |
| Bidupur ... | 6 7 3 | 6 7 3 | 6 7 3 | 6 5 3 | 6 3 3 | 6 5 3 | 5 5 3 | |
| Bilthara Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Biswan ... | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | |
| Bodarwar ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | |
| Bridgmanganj ... | 7 4 10 | 7 4 10 | 7 2 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Camplerganj ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | |
| Captainganj ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 4 10 | |
| Chakia ... | 7 5 3 | 7 5 3 | 7 5 3 | 7 3 3 | 7 1 3 | 7 3 3 | 6 5 3 | |
| Chanpatia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 5 3 | |
| Chauri Chaura ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 7 0 10 | 7 0 10 | |

(a) These rates apply via Mokameh Ghat and include the E. I. & B. & N.W. Rys. terminal charges.

* These rates include the transhipment charge of Re. 0-2-3 per ton only at Bhagalpur and the E.I.Ry. terminal charge of Re. 0-4-0 per ton and the B&N-W.Ry. terminal charge of Re. 0-2-0 per ton.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cant.

¶ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton. A transhipment charge of Rs. 3-0-0 per wagon must be levied in addition to these rates.

(c) These rates apply via Manihari Ghat & Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0. per ton, B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations. | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route. |
|--------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Amlori Sarsar ... | 7 2 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | Via Mokameh Ghat. (a) |
| Aunrihar † ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Azamgarh ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | (a) Via Mokameh Ghat. |
| Babnan ... | 7 7 3 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 4 10 | 7 4 10 | |
| Bahraich ... | 7 14 3 | 7 13 10 | 8 0 3 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | |
| Bajjnathpur ... | 6 1 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 12 3 | 6 12 3 | |
| Bairagnia ... | 6 14 3 | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Baitalpur ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Balrampur ... | 7 12 3 | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | |
| Ballia ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Bansdih Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Barari * ... | 4 5 3 | 5 1 3 | 5 1 3 | 5 1 3 | 5 1 3 | 5 3 3 | 5 3 3 | Via Bhagalpur. |
| Sarauni Junc. ... | 4 5 3 | 5 1 3 | 5 1 3 | 5 1 3 | 5 3 3 | 5 3 3 | 5 3 3 | (a) Via Mokameh Ghat. |
| Barhaj Bazar ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Barhni ... | 7 7 3 | 7 7 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | |
| Ba: ti ... | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | |
| Bazeedpur ... | 4 12 3 | 5 8 3 | 5 8 3 | 5 8 3 | 5 8 3 | 5 10 3 | 5 10 3 | Via Bara Banki. |
| Badshahnagar ¶ ... | 7 3 0 | 7 1 0 | 7 1 0 | 6 14 0 | 6 14 0 | 6 14 0 | 6 14 0 | |
| Bettiah ... | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) Via Mokameh Ghat. |
| Begu Sarai ... | 4 8 3 | 5 3 3 | 5 5 3 | 5 5 3 | 5 5 3 | 5 8 3 | 5 8 3 | |
| Bhagwanpur ... | 5 14 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 12 3 | |
| Bhatapokhar ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | |
| Bhatni ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Bhikna Thoree ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Bharpar Rani ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Bidupur ... | 5 8 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 5 3 | 6 5 3 | |
| Bilthara Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Biswan ... | 7 13 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10† | 7 9 10† | 7 9 10† | |
| Bodarwar ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | |
| Bridgmanganj ... | 7 7 3 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Campierganj ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | |
| Captainganj ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Chakia ... | 6 7 3 | 7 1 3 | 7 1 3 | 7 1 3 | 7 1 3 | 7 3 3 | 7 3 3 | |
| Chanpatia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Chauri Chaura ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | |

(a) These rates apply via Mokameh Ghat and include the E. I. & B. & N.W. Rys.terminal charges.

* These rates include the transshipment charge of Re. 0-2-3 per ton only at Bhagalpur, and the E.I.Ry. terminal charge of Re. 0-4-0 per ton and the B&N-W.Ry. terminal charge of Re. 0-2-0 per ton.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Benares Cant.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Bara Banki.

¶ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton. A transshipment charge of Rs. 3-0-0 per wagon must be levied in addition to these rates.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

B. & N. W. Ry.

| Stations. | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route. |
|-------------------|-------------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|--------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Amlori Sarsar ... | 6 14 10 | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Mokameh Ghat. (a) |
| Aunrihar † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | Via Benares Cant. |
| Azamgarh ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | (a) Via Mokameh Ghat. |
| Babhnan ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | |
| Bahraich ... | 7 13 10 | 7 11 10 | 7 11 10 | 7 14 3 | 7 14 3 | 7 14 3 | 8 2 10 | |
| Bajnathpur ... | 6 14 3 | 7 3 3 | 7 3 3 | 6 3 3 | 6 3 3 | 6 5 3 | 7 1 3 | |
| Bairagnia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 1 3 | 7 1 3 | 7 1 3 | 7 7 2c | |
| Baitalpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Balrampur ... | 7 11 10 | 7 9 10 | 7 9 10 | 7 12 3 | 7 12 3 | 7 12 3 | 8 0 3 | |
| Ballia ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | |
| Bansdih Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | |
| Barari * | 5 5 3 | 5 10 3 | 5 10 3 | 4 8 3 | 4 8 3 | 4 10 3 | 5 5 3 | Via Bhagalpur. |
| Barauni Junc. ... | 5 5 3 | 5 12 3 | 5 14 3 | 4 8 3 | 4 8 3 | 4 10 3 | 5 8 3 | (a) Via Mokameh Ghat. |
| Barhaj Bazar ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | |
| Barhni ... | 7 7 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 11 10 | (a) Via Mokameh Ghat. |
| Basti ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 10 | |
| Bazeedpur ... | 5 12 3 | 6 3 3 | 6 3 3 | 4 14 3 | 4 14 3 | 5 1 3 | 5 14 3 | Via Bara Banki. |
| Badshahnagar¶ ... | 6 14 0 | 6 12 0 | 6 12 0 | 7 3 0 | 7 3 0 | 7 3 0 | 7 3 0 | |
| Bettiah ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) Via Mokameh Ghat. |
| Begu Sarai ... | 5 10 3 | 6 1 3 | 6 1 3 | 4 12 3 | 4 12 3 | 4 14 3 | 5 12 3 | |
| Bhagwanpur ... | 6 12 3 | 7 0 10 | 7 0 10 | 6 3 3 | 6 3 3 | 6 3 3 | 6 14 3 | |
| Bhatapokhar ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | |
| Bhatni ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Bhikna Thoree ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Bhatpar Rani ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | |
| Bidupur ... | 6 7 3 | 6 12 3 | 6 12 3 | 5 10 3 | 5 10 3 | 5 12 3 | 6 10 3 | |
| Bilthara Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Biswan ... | 7 9 10† | 7 7 10† | 7 7 10† | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | |
| Bodarwar ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | (a) Via Mokameh Ghat. |
| Bridgmanganj ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | |
| Campierganj ... | 7 0 10 | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 4 10 | |
| Captainganj ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | |
| Chakia ... | 7 5 3 | 7 7 3 | 7 7 3 | 6 10 3 | 6 10 3 | 6 12 3 | 7 7 3 | |
| Chanpatia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Chauri Chaura ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

(a) These rates apply via Mokameh Ghat and include the E. I. & B. & N. W. Rys. terminal charges.

* These rates include the transshipment charge of Re. 0-2-3 per ton only at Bhagalpur, and the E.I.Ry. terminal charge of Re. 0-4-0 per ton and the B.&N.-W.Ry. terminal charge of Re. 0-2-0 per ton.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Benares Cant.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Bara Banki.

¶ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton. A transshipment charge of Rs. 3-0-0 per wagon must be levied in addition to these rates.

(c) These rates apply via Manihari Ghat & Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition see notes (I) and (II) under "N. B." at page 531.

| Stations. | Toposi | Singarai | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route. |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Amlori Sarsar ... | 7 0 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | Via Mokameh Ghat. (a) |
| Aunrihar † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Azamgarh ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | (a) |
| Babunan ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | |
| Bahraich ... | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 2 10 | 8 2 10 | |
| Baijnathpur ... | 6 14 3 | 6 14 3 | 6 14 3 | 6 12 3 | 6 12 3 | 7 1 3 | 7 3 3 | |
| Bairagnia ... | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 3 | |
| Baitalpur ... | 6 14 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | Via Mokameh Ghat. |
| Balrampur ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 3 | 8 0 10 | |
| Ballia ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | |
| Bansdih Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | |
| Barari * ... | 5 5 3 | 5 5 3 | 5 5 3 | 5 5 3 | 5 3 3 | 5 7 3 | 5 10 3 | |
| Barauni Junc. ... | 5 5 3 | 5 8 3 | 5 5 3 | 5 5 3 | 5 3 3 | 5 8 3 | 5 12 3 | Via Bhagalpur. |
| Barhaj Bazar ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 14 10 | 6 14 10 | (a) |
| Barhni ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | |
| Basti ... | 7 7 3 | 7 7 10 | 7 7 3 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | |
| Bazeedpur ... | 5 12 3 | 5 14 3 | 5 12 3 | 5 12 3 | 5 10 3 | 5 14 3 | 6 1 3 | |
| Badshahnagar ¶ ... | 7 1 0 | 7 3 0 | 7 1 0 | 7 1 0 | 7 1 0 | 7 3 0 | 7 3 0 | |
| Bettiah ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) |
| Begu Sarai ... | 5 10 3 | 5 10 3 | 5 10 3 | 5 8 3 | 5 8 3 | 5 12 3 | 5 14 3 | |
| Bhagwanpur ... | 6 12 3 | 6 14 3 | 6 12 3 | 6 12 3 | 6 10 3 | 6 14 3 | 7 1 3 | |
| Bhatapokhar ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 7 0 10 | 7 0 10 | |
| Bhatni ... | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | |
| Bhikna Thoree ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Bhatpar Rani ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 14 10 | 7 0 10 | |
| Bidupur ... | 6 7 3 | 6 7 3 | 6 7 3 | 6 5 3 | 6 5 3 | 6 10 3 | 6 12 3 | |
| Bilthara Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Biswan ... | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | |
| Bodarwar ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Bridgmanganj ... | 7 4 10 | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 10 | |
| Campianganj ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Captanganj ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 4 10 | 7 7 3 | |
| Chakia ... | 7 5 3 | 7 5 3 | 7 5 3 | 7 3 3 | 7 3 3 | 7 7 3 | 7 7 3 | |
| Chanpatia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Chauri Chaura ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | |

* These rates include the transshipment charge of Re. 0-2-3 per ton only at Bhagalpur, and the E.I. Ry. terminal charge of Re. 0-4-0 per ton and the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

(a) These rates apply via Mokameh Ghat and include the E. I. & B. & N. W. Rys. terminal charges.

† These rates apply via Benares Cantt and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Benares Cant.

¶ These rates apply via BaraBanki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton. A transshipment charge of Rs. 3-0-0 per wagon must be levied in addition to these rates.

(c) These rates apply via Manihari Ghat & Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations. | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka Kana | Ray | Route. |
|--------------------|-----------|----------------|-------------|-----------|-------------|------------|-----------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Amlori Sarsar ... | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 11 10† | Via Mokameh Ghat. (a) |
| Aunrihar † ... | 4 14 10 | 5 0 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Azamgarh ... | 6 2 10† | 6 5 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | } (a) |
| Babhnan ... | 6 11 10† | 6 11 10† | 7 2 10† | 7 2 10† | 7 7 10† | 7 4 10† | 7 2 10† | |
| Bahraich ... | 7 0 10† | 7 0 10† | 7 11 10† | 7 11 10† | 7 13 10† | 7 13 10† | 7 9 10† | |
| Baijnathpur ... | 7 0 10† | 7 0 10† | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 3 | |
| Bairagnia ... | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | } Via Mokameh Ghat. |
| Baitalpur ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Balrampur ... | 6 14 10† | 6 14 10† | 7 9 10† | 7 9 10† | 7 11 10† | 7 11 10† | 7 7 10† | |
| Ballia ... | 6 5 10† | 6 5 10† | 6 11 10 | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10† | |
| Bansdih Road ... | 6 5 10† | 6 7 10† | 6 11 10 | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10† | } Via Bhagalpur |
| Barari * ... | 6 5 3 | 6 7 3 | 6 3 3 | 6 5 3 | 6 7 3 | 6 7 3 | 6 7 3 | |
| Barauni Junc. ... | 6 10 3 | 6 10 3 | 6 5 3 | 6 10 3 | 7 3 3 | 7 5 3 | 7 4 10 | |
| Barhaj Bazar ... | 6 9 10† | 6 9 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Barhni ... | 6 11 10† | 6 11 10† | 7 2 10† | 7 4 10† | 7 7 10† | 7 7 10† | 7 2 10† | } (a) |
| Basti ... | 6 11 10† | 6 11 10† | 7 0 10† | 7 0 10† | 7 4 10† | 7 2 10† | 7 0 10† | |
| Bazeedpur ... | 6 11 10 | 6 11 10 | 6 12 3 | 6 14 3 | 7 4 10 | 7 4 10 | 7 2 10 | } Via Mokameh Ghat. |
| Badshahnagar ¶ ... | 6 5 0 | 6 5 0 | 6 12 0 | 6 12 0 | 6 14 0 | 6 14 0 | 6 12 0 | |
| Bettiah ... | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | } (a) |
| Begu Sarai ... | 6 11 10 | 6 11 10 | 6 10 3 | 6 12 3 | 7 7 2s | 7 7 2s | 7 4 10 | |
| Bhagwanpur ... | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 2 10 | 7 2 10 | 6 14 10 | |
| Bhatapokhar ... | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | 6 11 10† | |
| Bhatni ... | 6 7 10† | 6 9 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Bhikna Thoree ... | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 12 3 | 7 12 3 | 8 0 3 | |
| Bhatpur Rani ... | 6 9 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10† | |
| Bidupur ... | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 2 10 | 7 2 10 | 6 14 10 | |
| Bilthara Road ... | 6 2 10† | 6 2 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Biswan ... | 6 11 10† | 6 11 10† | 7 7 10† | 7 7 10† | 7 9 10† | 7 9 10† | 7 7 10† | |
| Bodarwar ... | 6 11 10† | 6 11 10† | 7 14 10† | 6 14 10† | 7 2 10† | 7 0 10† | 6 14 10† | |
| Bridgmanganj ... | 6 11 10† | 6 11 10† | 6 0 10† | 7 0 10† | 7 2 10† | 7 2 10† | 7 0 10† | |
| Campierganj ... | 6 11 10† | 6 11 10† | 6 14 10† | 6 14 10† | 7 2 10† | 7 0 10† | 6 14 10† | |
| Captainganj ... | 6 11 10† | 6 11 10† | 6 14 10 | 7 0 10 | 7 2 10† | 7 2 10† | 6 14 10† | |
| Chakia ... | 6 11 10 | 6 11 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | |
| Chanpatia ... | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 10 3 | 7 11 10 | |
| Chauri Chaura ... | 6 11 10† | 7 11 10† | 6 11 10† | 6 11 10† | 6 14 10† | 6 14 10† | 6 11 10† | |

* These rates include the transshipment charge of Re. 0-2-3 per ton only at Bhagalpur, and the E.I.Ry. terminal charge of Re. 0-4-0 per ton and the B.&N.-W.Ry. terminal charge of Re.0-2-0 per ton.

(a) These rates apply via Mokameh Ghat and include the E. I. & B. & N. W. Ry. terminal charges.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W.Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Benares Cant.

‡ These rates apply via Barabanki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Barabanki.

¶ These rates include the E.I.Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton. A transshipment charge of Rs. 3-0-0 per wagon must be levied in addition to these rates.

(c) These rates apply via Manihari Ghat & Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations. | Ondal | Ukhra | Pandaveswar | Samia No. 4 | Darulah Siding | Palasthali | Panchra | Route. |
|------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|-----------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chhitauni ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 10 3 | (a) Via Mokameh Ghat. |
| Chilkahar ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | |
| Chit Baragaon ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Chowka Ghat ... | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | |
| Chupra ... | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | (a) Via Mokameh Ghat. |
| Colonelganj ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | |
| Dalsing Sarai ... | 5 14 3 | 6 1 3 | 6 3 3 | 6 3 3 | 6 5 3 | 6 10 3 | 6 5 3 | |
| Darbhanga ... | 6 10 3 | 6 12 3 | 6 14 3 | 6 14 3 | 6 14 3 | 7 5 3 | 7 1 3 | |
| Dauram ... | 7 1 3 | 7 3 3 | 7 3 3* | 7 3 3* | 7 5 3* | 7 7 2§ | 7 3 3* | (a) Via Manihari Ghat and Katihar. |
| Madhepuri ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | |
| Dhang § ... | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | |
| Dholi ... | 6 7 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 14 3 | 7 3 3 | 6 14 3 | |
| Dighwa Dobowli ... | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) Via Mokameh Ghat. |
| Dighwara ... | 7 1 3 | 7 2 10 | 7 3 3 | 7 4 10 | 7 5 3 | 7 7 3 | 7 4 10 | |
| Dhonda Dih ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Didarganj Road (b) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Dobhi † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | (a) Via Shahganj. Via Benares Cantt. |
| Dohri Ghat ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | |
| Dudhaunda † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dulahpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ekma ... | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 4 10 | (a) Via Mokameh Ghat. |
| Gainsari ... | 7 1 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 7 13 10 | |
| Gaur ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | |
| Gauri Bazar ... | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Ghazipur City ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | (a) Via Mokameh Ghat. |
| Ghazipur Ghat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghosi ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Ghughli ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | 7 7 3 | |
| Gogra Ghat ... | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | (a) Via Mokameh Ghat. |
| Goldinganj ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | |
| Gonda ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 0 3 | |
| Gonda Kachery ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 7 13 10 | |
| Gorakhpur ... | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 4 10 | (a) Via Mokameh Ghat. |
| Hajipur ... | 6 10 3 | 6 12 3 | 6 14 3 | 6 14 3 | 6 14 3 | 7 5 3 | 7 1 3 | |
| Haliya Ghat ... | 6 7 3 | 6 10 3 | 6 12 3 | 6 12 3 | 6 12 3 | 7 1 3 | 6 12 3 | |
| Harinagar ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Harkhua ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 4 10 | (a) Via Mokameh Ghat. |
| Hasanpur Road ... | 6 12 3 | 6 14 3 | 7 1 3 | 7 1 3 | 7 1 3 | 7 5 3 | 7 1 3* | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.-W. Rys. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Shahganj.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Re. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

§ These rates apply via Manihari Ghat & Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 531.

| Stations. | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhodka | Jainti Siding | Route. |
|-----------------------|-----------|------------------------------------------|---------------|-----------|-----------|-----------|---------------|-------------------------------------------------------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chhitauni ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | (a) Via Mokameh Ghat. |
| Chilkahar ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Chit Baragaon ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Chowka Ghat ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | |
| Chupra ... | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 5 3 | |
| Coloneiganj ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | |
| Dalsing Sarai ... | 5 12 3 | 5 12 3 | 5 14 3 | 5 10 3 | 5 8 3 | 5 10 3 | 4 10 3 | |
| Darbhanga ... | 6 10 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 5 3 | 6 7 3 | 5 8 3 | |
| Dauram ... | 6 14 3 | 6 14 3 | 7 1 3 | 6 12 3 | 6 12 3 | 6 12 3 | 5 14 3 | |
| Madhepura ... | 7 7 2½ | 7 7 2½ | 7 7 2½ | 7 7 2½ | 7 5 3 | 7 7 2½ | 6 10 3 | |
| Dhang ... | 6 7 3 | 6 7 3 | 6 7 3 | 6 5 3 | 6 3 3 | 6 5 3 | 5 5 3 | Via Shahganj. Via Benares Cant. Via Mokameh Ghat. (a) Via Benares Cant. |
| Dholi ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 1 3 | |
| Dighwa Dobowli ... | 6 14 3 | 6 14 3 | 6 14 3 | 6 12 3 | 6 12 3 | 6 12 3 | 5 14 3 | |
| Dighwara ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dhonda Dih ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | |
| Didarganj Road(b) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | |
| Dobhi † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | |
| Dohri Ghat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dudhaunda † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | |
| Dulahpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ekma ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 10 3 | Via Mokameh Ghat. (a) |
| Gainsari ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 5 3 | |
| Gaur ... | 7 7 10 | 7 7 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | |
| Gauri Bazar ... | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | |
| Ghazipur City ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghazipur Ghat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghosi ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghughli ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Gogra Ghat ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | |
| Goldinganj ... | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 3 | 6 14 3 | 6 14 3 | 6 3 3 | |
| Gonda ... | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 10 3 | Via Mokameh Ghat. (a) |
| Gonda Kachery ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | |
| Gorakhpur ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | |
| Hajipur ... | 6 10 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 5 3 | 6 7 3 | 5 8 3 | |
| Haiya Ghat ... | 6 7 3 | 6 7 3 | 6 7 3 | 6 3 3 | 6 3 3 | 6 3 3 | 5 3 3 | |
| Harinagar ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Harkhua ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Hasanpur Road ... | 6 12 3 | 6 12 3 | 6 12 3 | 6 7 3 | 6 7 3 | 6 7 3 | 5 10 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.-W. Rys. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Shahganj.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Benares Cant.

§ These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N.B.—For surcharge leviable in addition see notes (I) and (II) under "N.B." at page 531.

| Stations. | Karmatar | Sitarampur | Shamdih | Kuldi | Barakar | Mugma | Mugma West | Route. |
|-----------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|-----------------------------------------------------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chhitauni ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | (a) Via Mokameh Ghat. |
| Chilkahar ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Chit Baragaon ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Chowka Ghat ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 4 10† | 7 4 10† | |
| Chupra ... | 6 5 3 | 6 14 3 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Colonelganj ... | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | |
| Dalsing Sarai ... | 4 12 3 | 5 8 3 | 5 8 3 | 5 8 3 | 5 8 3 | 5 10 3 | 5 10 3 | |
| Darbhangha ... | 5 10 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | 6 7 3 | |
| Dauram ... | 6 1 3 | 6 10 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 14 3 | |
| Madhepura. | | | | | | | | |
| Dhang ... | 6 12 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 7 3 | 7 7 3 | (b) Via Shahganj. Via Benares Cant. Via Mokameh Ghat. (a) Via Benares Cant. |
| Dholi ... | 5 8 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 5 3 | 6 5 3 | |
| Dighwa Dobowli ... | 7 3 3 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 2 10 | |
| Dighwara ... | 6 1 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 12 3 | 6 12 3 | 6 12 3 | |
| Dhonda Dih ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Didarganj Road(b) ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dobhi † ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dohri Ghat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dudhaunda † ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dulahpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | (c) Via Mokameh Ghat. (a) |
| Ekma ... | 6 12 3 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | |
| Gainsari ... | 7 7 3 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | |
| Gaur ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Gauri Bazar ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | |
| Ghazipur City ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10† | 6 11 10† | |
| Ghazipur Ghat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghosi ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghughli ... | 7 7 3 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Gogra Ghat ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | |
| Goldinganj ... | 6 5 3 | 6 12 3 | 6 14 3 | 6 14 3 | 6 14 3 | 6 14 10 | 6 14 10 | (d) Via Mokameh Ghat. (a) |
| Gonda ... | 7 10 3 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | |
| Gonda Kachery ... | 7 11 10 | 7 9 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | |
| Gorakhpur ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | |
| Hajipur ... | 5 10 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | 6 7 3 | |
| Haiya Ghat ... | 5 5 3 | 6 1 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 5 3 | 6 5 3 | |
| Harinagar ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Harkhua ... | 7 2 10 | 7 0 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Hasanpur Road ... | 5 12 3 | 6 5 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.-W. Rys. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Shahganj.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Benares Cant.

‡ These rates apply via Bara Bank and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Bara Bank.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 531.

| Stations. | Kalobathn | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route. |
|-----------------------|-----------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chhitauni ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 10 3 | (a) |
| Chilkahar ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | |
| Chit Baragaon ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Chowka Ghat ... | 7 4 10† | 7 2 10† | 7 2 10† | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | |
| Chupra ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 10 3 | 6 10 3 | 6 10 3 | 7 0 10 | |
| Colonelganj ... | 7 7 10 | 7 4 10† | 7 4 10† | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | |
| Dalsing Sarai ... | 5 12 3 | 6 3 3 | 6 3 3 | 4 14 3 | 4 14 3 | 5 1 3 | 5 14 3 | |
| Darbhanga ... | 6 10 3 | 6 14 3 | 6 14 3 | 5 14 3 | 5 14 3 | 5 14 3 | 6 12 3 | |
| Dauram ... | 6 14 3 | 7 3 3 | 7 5 3 | 6 5 3 | 6 5 3 | 6 5 3 | 7 1 3 | |
| Madhepura. | | | | | | | | |
| Dhang ... | 7 7 3 | 7 7 3 | 7 7 3 | 6 14 3 | 6 14 3 | 7 1 3 | 7 7 2½ | Via Mokameh, Ghat. |
| Dholi ... | 6 7 3 | 6 12 3 | 6 12 3 | 5 10 3 | 5 10 3 | 5 12 3 | 6 10 3 | |
| Dighwa Dobowli ... | 7 0 10 | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 5 3 | 7 4 10 | |
| Dighwara ... | 6 14 3 | 6 11 10 | 6 14 10 | 6 3 3 | 6 3 3 | 6 5 3 | 7 1 3 | |
| Dhonda Dih ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Didarganj Road(b) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |
| Dobhi † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |
| Dohri Ghat ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Dudhaunda † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |
| Dulahpur ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Shahganj. Via Benares. Cant. |
| Ekma ... | 6 14 10 | 6 11 10 | 6 14 10 | 6 14 3 | 6 14 3 | 6 14 3 | 7 2 10 | |
| Gainsari ... | 7 7 10 | 7 7 10 | 7 7 10 | 7 10 3 | 7 10 3 | 7 10 3 | 7 11 10 | |
| Gaur ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | |
| Gauri Bazar ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Ghazipur City ... | 6 11 10† | 6 11 10 | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghazipur Ghat ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghosi ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghughli ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Gogra Ghat ... | 7 4 10† | 7 2 10† | 7 4 10† | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | |
| Goldinganj ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 7 3 | 6 7 3 | 6 7 3 | 7 2 10 | Via Mokameh Ghat. (a) |
| Gonda ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 10 3 | 7 10 3 | 7 12 3 | 7 13 10 | |
| Gonda Kachery ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 12 3 | 7 12 3 | 7 12 3 | 7 13 10 | |
| Gorakhpur ... | 6 14 10 | 6 11 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | |
| Hajipur ... | 6 10 3 | 6 14 3 | 6 14 3 | 5 14 3 | 5 14 3 | 5 14 3 | 6 12 3 | |
| Haiya Ghat ... | 6 5 3 | 6 10 3 | 6 12 3 | 5 10 3 | 5 10 3 | 5 10 3 | 6 7 3 | |
| Harinagar ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Harkhua ... | 6 14 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | |
| Hasanpur Road ... | 6 10 3 | 6 14 3 | 7 1 3 | 5 14 3 | 5 14 3 | 6 1 3 | 6 12 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.-W. Rys. terminal charges

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Shahganj.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Benares Cant.

‡ These rates apply via Barabanki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Barabanki.

§ These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations. | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route. |
|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chhitauni ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 10 3 | 7 10 3 | |
| Chilkahar ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | |
| Chit Baragaon ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Chowka Ghat ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | |
| Chupra ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 7 0 10 | 7 2 10 | |
| Colonelganj ... | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | |
| Dalsing Sarai ... | 5 12 3 | 5 14 3 | 5 12 3 | 5 12 3 | 5 10 3 | 5 14 3 | 6 1 3 | (a) Via Mokameh Ghat. |
| Darbhanga ... | 6 10 3 | 6 10 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 12 3 | 6 12 3 | |
| Dauram ... | 6 14 3 | 7 1 3 | 6 14 3 | 6 14 3 | 6 12 3 | 7 1 3 | 7 3 3 | |
| Madhepura ... | | | | | | | | |
| Dhang ... | 7 7 2½ | 7 7 2½ | 7 7 2½ | 7 7 2½ | 7 7 2½ | 7 7 2½ | 7 7 3 | |
| Dholi ... | 6 7 3 | 6 7 3 | 6 7 3 | 6 5 3 | 6 5 3 | 6 10 3 | 6 12 3 | |
| Dighwa Dobowli ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Dighwara ... | 6 14 3 | 6 14 3 | 6 14 3 | 6 14 3 | 6 12 3 | 7 1 3 | 7 2 10 | |
| Dhonda Dih ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Didarganj Road(b) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dobhi † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Shahganj. Via Benares Cant. |
| Dohri Ghat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Dudhaunda † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Dulahpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ekma ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 2 10 | 7 2 10 | |
| Gainsari ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | |
| Gaur ... | 7 7 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 2 10 | |
| Gauri Bazar ... | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | |
| Ghazipur City ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghazipur Ghat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghosi ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ghughli ... | 7 4 10 | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | |
| Gogra Ghat ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 11 10 | |
| Goldinganj ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 3 | 7 2 10 | 7 2 10 | (a) |
| Gonda ... | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | |
| Gonda Kachery ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | |
| Gorakhpur ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 2 10 | 7 2 10 | |
| Hajipur ... | 6 10 3 | 6 10 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 12 3 | 6 12 3 | |
| Haiya Ghat ... | 6 5 3 | 6 7 3 | 6 5 3 | 6 5 3 | 6 3 3 | 6 7 3 | 6 10 3 | |
| Harinagar ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Harkhua ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | |
| Hasanpur Road ... | 6 10 3 | 6 12 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 12 3 | 6 14 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.-W. Rys. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Shahganj.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Benares Cant.

§ These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

B. & N. W. Ry.

| Stations. | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka Kana | Ray | Route. |
|-----------------------|-----------|----------------|-------------|-----------|-------------|------------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Chhitauni ... | 6 11 10+ | 6 11 10+ | 7 2 10 | 7 2 10 | 7 4 10+ | 7 4 10+ | 7 2 10+ | (a) Via Mokameh Ghat. |
| Chilkahar ... | 6 5 10+ | 6 5 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | |
| Chit Baragaon ... | 6 0 10+ | 6 2 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | |
| Chowka Ghat ... | 6 11 10+ | 6 11 10+ | 7 2 10+ | 7 2 10+ | 7 7 10+ | 7 4 10+ | 7 2 10+ | |
| Chupra ... | 6 11 10+ | 6 11 10+ | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | 6 11 10+ | |
| Colonelganj ... | 6 11 10+ | 6 11 10+ | 7 4 10+ | 7 4 10+ | 7 7 10+ | 7 7 10+ | 7 4 10+ | |
| Daising Sarai ... | 6 11 10 | 6 11 10 | 6 12 3 | 6 14 3 | 7 7 3 | 7 7 3 | 7 2 10 | |
| Darbhangha ... | 6 11 10 | 6 14 10 | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Dauram ... | 7 2 10 | 7 2 10 | 7 7 2½ | 7 7 2½ | 7 7 2½ | 7 7 3 | 7 7 3 | |
| Madhepura. | | | | | | | | |
| Dhang ... | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Shahganj. Via Benares Cant. " |
| Dholi ... | 6 11 10 | 6 11 10 | 7 2 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 2 10 | |
| Dighwa Dobowli ... | 6 11 10+ | 6 11 10+ | 6 14 10 | 7 0 10 | 7 2 10 | 7 0 10 | 6 14 10+ | |
| Dighwara ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 6 14 10 | 6 11 10 | |
| Dhonda Dih ... | 5 14 10+ | 5 14 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | |
| Didarganj Road(b) ... | 5 14 10 | 5 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dobhi † ... | 5 5 10 | 5 5 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dohri Ghat ... | 6 2 10+ | 6 5 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | |
| Dudhaunda † ... | 5 2 10 | 5 2 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Dulahpur ... | 5 7 10+ | 5 7 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | Via Benares Cant. |
| Ekma ... | 6 11 10+ | 6 11 10+ | 6 11 10 | 6 11 10 | 7 0 10 | 6 14 10 | 7 11 10+ | |
| Gainsari ... | 6 11 10+ | 6 11 10+ | 7 4 10+ | 7 7 10+ | 7 9 10+ | 7 9 10+ | 7 4 10+ | |
| Gaur ... | 6 11 10+ | 6 11 10+ | 7 2 10 | 7 2 10 | 7 4 10+ | 7 4 10+ | 7 2 10 | |
| Gauri Bazar ... | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 14 10+ | 6 11 10+ | 6 11 10+ | |
| Ghazipur City ... | 5 7 10+ | 5 9 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | |
| Ghazipur Ghat ... | 5 9 10+ | 5 9 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | |
| Ghosi ... | 6 0 10+ | 6 0 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | |
| Ghughli ... | 6 11 10+ | 6 11 10+ | 7 0 10 | 7 0 10 | 7 2 10+ | 7 2 10+ | 6 14 10+ | |
| Gogra Ghat ... | 6 11 10+ | 6 11 10+ | 7 2 10+ | 7 4 10+ | 7 7 10+ | 7 4 10+ | 7 2 10+ | |
| Goldinganj ... | 6 11 10+ | 6 11 10+ | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Gonda ... | 6 11 10+ | 6 11 10+ | 6 11 10+ | 7 7 10+ | 7 9 10+ | 7 9 10+ | 7 7 10+ | |
| Gonda Kachery ... | 6 11 10+ | 6 11 10+ | 7 4 10+ | 7 7 10+ | 7 9 10+ | 7 9 10+ | 7 4 10+ | |
| Gorakhpur ... | 6 11 10+ | 6 11 10+ | 6 11 10+ | 6 11 10+ | 7 0 10+ | 6 14 10+ | 6 11 10+ | |
| Hajipur ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 2 10 | 7 0 10 | 6 14 10 | |
| Haiya Ghat ... | 6 11 10 | 6 11 10 | 7 3 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Harinagar ... | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 12 3 | 7 12 3 | 7 13 10 | |
| Harkhua ... | 6 11 10+ | 6 11 10+ | 6 11 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 11 10+ | |
| Hasanpur Road ... | 6 14 10 | 6 14 10 | 7 7 2½ | 7 7 2½ | 7 7 2½ | 7 7 2½ | 7 7 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.-W. Rys. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Rs. 0-6-10 per ton at Shahganj.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Benares Cant.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Bara Banki.

§ These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.-W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charge of Re. 1-2-2 per ton at Manihari Ghat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations. | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah | Palasthali | Panchra | Route. |
|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------------------|
| Hathua | Rs. a. p. 7 2 10 | Rs. a. p. 7 2 10 | Rs. a. p. 7 2 10 | Rs. a. p. 7 4 10 | Rs. a. p. 7 4 10 | Rs. a. p. 7 4 10 | Rs. a. p. 7 4 10 | Via Mokameh Ghat. (a) |
| Indara | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jagat Bela | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 4 10 | Via Benares Cant. |
| Jahanaganj Road | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Jakhanian † | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Jarwa | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 0 10 | |
| Jarwal Road | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | Via Benares Cant. |
| Jhanjharpur | 7 3 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Jhusi † | 6 7 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 12 3 | 6 10 3 | Via Mokameh Ghat. (a) |
| Jludhara | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Kadipur † | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Manihari Ghat and Katihar. |
| Karagola Road (c) | 5 14 2 | 5 12 2 | 5 10 2 | 5 10 2 | 5 10 2 | 5 14 2 | 5 8 2 | |
| Karimuddinpur | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Kawapur | 7 13 10 | 7 13 10 | 8 0 3 | 8 0 3 | 8 0 10 | 8 2 10 | 8 0 10 | |
| Katareah (c) | 6 3 2 | 6 1 2 | 5 14 2 | 5 14 2 | 5 14 2 | 6 3 2 | 5 12 2 | Via Mokameh Ghat. (a) |
| Katra | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 0 10 | 8 0 3 | |
| Kerakat † | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Khada | 7 7 3 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 9 10 | |
| Khagaria | 6 5 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 10 3 | 6 14 3 | 6 10 3* | Via Mokameh Ghat. (a) |
| Khajauli | 7 5 3 | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | |
| Khalilabad | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 10 | 7 9 10 | 7 7 10 | Via Shahganj. |
| Khorasan Road (b) | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Khurhat | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Kidldhapur | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Kopaganj | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | Via Manihari Ghat and Katihar. |
| Kunra Ghat | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Kurhanl | 7 1 3 | 7 3 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 7 3 | 7 5 3 | Via Mokameh Ghat. (a) |
| Kursela (c) | 6 1 2 | 5 14 2 | 5 12 2 | 5 12 2 | 5 14 2 | 6 3 2 | 5 10 2 | |
| Kusmhi | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | Via Mokameh Ghat. (a) |
| Laheria Serai | 6 10 3 | 6 12 3 | 6 14 3 | 6 14 3 | 6 14 3 | 7 3 3 | 6 14 3 | |
| Lakshmiganj | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Lar Road | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | |
| Lohat Siding | 7 1 3 | 7 3 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 7 3 | 7 5 3 | |

(a) These rates apply via Mokameh Ghat include the E. I. and B. & N.W. Ry. terminal charges.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Benares Cant.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Shahganj.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat and Katihar.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Re. 1-2-3 per ton at Bhagalpur and Mohadeopur Ghat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531

| Stations. | Raniganj | Raniganj Siding | Raniganj Ghat | Kalipahari | Asansol | Dhodka | Jainti Siding | Route. |
|-----------------------|-----------|-----------------|---------------|------------|-----------|-----------|---------------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Hathua ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | } Via Mokameh Ghat. (a) |
| Indara ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jagat Bela ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 2 10 | 7 2 10 | } Via Benares Cant. |
| Jahanaganj Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jakhanian † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | } Via Mokameh Ghat. (a) |
| Jarwa ... | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 10 3 | |
| Jarwal Road ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 9 10 | 7 9 10 | } Via Benares Cant. |
| Jhanjharpur ... | 7 1 3 | 7 1 3 | 7 1 3 | 6 14 3 | 6 12 3 | 6 14 3 | 6 1 3 | |
| Jhusi † ... | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | } Via Mokameh Ghat. (a) |
| Jiudhara ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 5 3 | 7 7 3 | 6 7 3 | |
| Kadipur † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Benares Cant. |
| Karagola Road (c) ... | 6 1 2 | 6 1 2 | 6 1 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 1 3* | |
| Karimuddinpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Mokameh Ghat. (a) |
| Kawapur ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 10 3 | |
| Katareah (c) ... | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | 5 12 3* | } Via Manihari Ghat and Katihar. |
| Katra ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 10 3 | |
| Kerakat † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | } Via Benares Cant. |
| Khada ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Khagaria ... | 6 3 3 | 6 3 3 | 6 5 3 | 6 1 3 | 5 14 3 | 6 1 3 | 5 1 3 | } Via Mokameh Ghat. (a) |
| Khajauli ... | 7 3 3 | 7 3 3 | 7 5 3 | 7 1 3 | 7 1 3 | 7 1 3 | 6 3 3 | |
| Khalilabad ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | } Via Shahganj. |
| Khorasan Road (b) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | |
| Khurhat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Mokameh Ghat. (a) |
| Kidihdapur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Kopaganj ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Benares Cant. |
| Kunra Ghat ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Kurhani ... | 7 1 3 | 7 1 3 | 7 1 3 | 6 12 3 | 6 12 3 | 6 12 3 | 5 14 3 | } Via Manihari Ghat and Katihar. |
| Kursela (c) ... | 6 3 2 | 6 3 2 | 6 3 2 | 6 5 2 | 6 7 2 | 6 7 2 | 5 14 3* | |
| Kusmhi ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | } Via Mokameh Ghat. (a) |
| Laheria Seral ... | 6 7 3 | 6 7 3 | 6 10 3 | 6 5 3 | 6 5 3 | 6 5 3 | 5 5 3 | |
| Lakshmiganj ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | } Via Mokameh Ghat. (a) |
| Lar Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Lohat Siding ... | 7 1 3 | 7 1 3 | 7 1 3 | 6 12 3 | 6 12 3 | 6 12 3 | 5 14 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B.&N.W. Rys. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Railway terminal charge of Re. 0-4-0 per ton, the B. & N. W. Railway terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Shahganj.

† These rates apply via Benares Cantt. and include the E. I. Railway terminal charge of Re. 0-4-0 per ton, the B. & N. W. Railway terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Benares Cant.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Railway terminal charge of Re. 0-4-0 per ton, the B. & N.W. Railway terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat and Katihar.

* These rates apply via Bhagalpur and include the E. I. Railway terminal charge of Re. 0-4-0 per ton, the B. & N.W. Railway terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Rs. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations. | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|-------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Hathua ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | } Via Mokameh Ghat. (a) |
| Indara ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jagat Bela ... | 7 2 10 | 7 0 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Jahanaganj Road | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jakhanian† ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Jarwa ... | 7 10 3 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | } Via Mokameh Ghat. (a) |
| Jarwal Road ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | |
| Jhanjharpur ... | 6 3 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 14 3 | 6 14 3 | |
| Jhusi† ... | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | |
| Jiudhara ... | 6 12 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Kadipur† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Karagola Road (c) | 6 3 3* | 6 5 2 | 6 7 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | Via Manihari Ghat and Katihar. |
| Karimuddinpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Mokameh Ghat. (a) |
| Kawapur ... | 7 10 3 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | |
| Katareah (c) | 5 14 3* | 6 7 3* | 6 7 3* | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | |
| | | | | | | | | |
| Katra ... | 7 10 3 | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | Via Mokameh Ghat. (a) |
| Kerakat† ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Khada ... | 7 7 3 | 7 4 10 | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | } Via Mokameh Ghat. (a) |
| Khagaria ... | 5 3 3 | 5 14 3 | 5 14 3 | 5 14 3 | 5 14 3 | 6 1 3 | 6 1 3 | |
| Khajauli ... | 6 5 3 | 6 14 3 | 6 14 3 | 6 14 3 | 7 1 3 | 7 1 3 | 7 1 3 | |
| Khalilabad ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | |
| Khorasan Road(b) | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Shahganj. |
| Khurhat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Mokameh Ghat. (a) |
| Kidihdapur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Kopaganj ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Kunra Ghat ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Kurhani ... | 6 1 3 | 6 10 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 14 3 | 6 14 3 | } Via Manihari Ghat and Katihar. |
| Kursela (c) | 6 1 3* | 6 7 2 | 6 10 2 | 6 10 2 | 6 10 2 | 6 12 2 | 6 12 2 | |
| | | | | | | | | |
| | | | | | | | | |
| Kusmhi ... | 7 0 10 | 6 14 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | } Via Mokameh Ghat. (a) |
| Laheria Seral ... | 5 8 3 | 6 3 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | |
| Lakshmiganj ... | 7 4 10 | 7 2 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Lar Road ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Lohat Siding ... | 6 1 3 | 6 10 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 14 3 | 6 14 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and the B. & N. W. Rys. terminal charges.

(b) These rates apply via Shaganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Shaganj.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and include the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat and Katihar.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charges of Re. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cantt and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Benares Cant.

"N. B." For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations. | Kaloobathan | Dhanbad | Kusunda, Jher- raih, Pathardihi & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route. |
|-------------------|----------------------|----------------------|----------------------------------------------------|---------------------|---------------------|---------------------|---------------------|--------------------------------------|
| Hathua ... | Rs. a. p. 6 14 10 | Rs. a. p. 6 11 10 | Rs. a. p. 6 11 10 | Rs. a. p. 7 2 10 | Rs. a. p. 7 2 10 | Rs. a. p. 7 2 10 | Rs. a. p. 7 2 10 | Via Mokameh Ghat. (a) |
| Indara ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jagat Bela ... | 6 14 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | |
| Jahanaganj Road | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jakhania† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | Via Benares Cantt. |
| Jarwa ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 10 3 | 7 10 3 | 7 12 3 | 7 13 10 | Via Mokameh Ghat. (a) |
| Jarwal Road ... | 7 4 10† | 7 4 10† | 7 4 10† | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | |
| Jhanjharpur ... | 7 1 3 | 7 5 3 | 7 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | 7 3 3 | |
| Jhusi† | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 7 3 | |
| Jiudhara ... | 7 7 3 | 7 7 3 | 7 7 3 | 6 14 3 | 6 14 3 | 6 14 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Kadipur† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Karagola Road (c) | 6 10 2 | 6 14 2 | 7 0 4§ | 6 7 3* | 6 5 3* | 6 7 3 | 6 1 2 | Via Manihati Ghat and Katihar. |
| Karimuddinpur ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Kawapur ... | 7 9 10 | 7 7 10 | 7 9 10 | 7 12 3 | 7 12 3 | 7 12 3 | 7 13 10 | Via Manihati Ghat and Katihar. |
| Katareah(c) | 6 12 3* | 7 0 4§ | 7 2 10d | 6 3 3* | 6 3 3* | 6 3 3* | 6 5 2 | |
| Katra ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 10 3 | 7 10 3 | 7 12 3 | 7 13 10 | Via Mokameh Ghat. (a) |
| Kerakat† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | Via Benares Cantt. |
| Khada ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Khagaria ... | 6 3 3 | 6 7 3 | 6 10 3 | 5 5 3 | 5 5 3 | 5 8 3 | 6 5 3 | |
| Khajauli ... | 7 3 3 | 7 7 3 | 7 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | 7 5 3 | |
| Khalilabad ... | 7 0 10 | 6 14 10 | 7 0 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 4 10 | |
| Khorasan Road(b) | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | Via Shahganj. |
| Khurhat ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Kidihdapur ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Kopaganj ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Kunra Ghat ... | 6 14 10 | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Kurhani ... | 6 14 3 | 7 0 10 | 7 2 10 | 6 5 3 | 6 5 3 | 6 5 3 | 7 1 3 | Via Manihari Ghat and Katihar. |
| Kursela (c) | 6 12 2 | 7 0 4§ | 7 0 4§ | 6 3 3* | 6 3 3* | 6 5 3* | 6 5 2 | |
| Kusmhi ... | 6 14 10 | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | Via Mokameh Ghat. (a) |
| Laheria Serai ... | 6 7 3 | 6 12 3 | 6 14 3 | 5 12 3 | 5 12 3 | 5 14 3 | 6 10 3 | |
| Lakshmiganj ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Lar Road ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | |
| Lohat Siding ... | 6 14 3 | 7 3 3 | 7 5 3 | 6 5 3 | 6 5 3 | 6 5 3 | 7 1 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B.&N.W. Ry. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Shahganj.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B.&N.W.Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat and Katihar.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B.&N.W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Rs. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B.&N.W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Benares Cantt.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B.&N.W.Ry terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Bara Banki.

§ These rates apply via Naihati, Amnura and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B.&N.W.Ry terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Amnura.

N. B.—For surcharges leviable in addition see notes (i) and (ii) under "N. R." at page 531

| Stations. | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulla | Gaurangdi | Route. |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Hathua | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | } Via Mokameh Ghat. (a) |
| Indara | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jagat Bela | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | } Via Benares Cantt. |
| Jahanaganj Road | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jakhniant | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Mokameh Ghat. (a) |
| Jarwa | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | |
| Jarwal Road | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | } Via Benares Cantt. |
| Jhanjharpur | 7 1 3 | 7 1 3 | 7 1 3 | 6 14 3 | 6 14 3 | 7 3 3 | 6 5 3 | |
| Jhusi† | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | } Via Mokameh Ghat. (a) |
| Jiudhara | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Kadipur† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Benares Cantt. |
| Karagola Road(c) | 6 1 2 | 6 1 2 | 6 1 2 | 6 3 2 | 6 3 2 | 6 3 2 | 6 5 2 | |
| Karimuddinpur | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Manihari Ghat and Katihar. |
| Kawapur | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 11 10 | 7 13 10 | 7 13 10 | |
| Katareah (c) | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | } Via Mokameh Ghat. (a) |
| Katra | 7 13 10 | 7 13 10 | 7 11 0 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | |
| Kerakat† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Benares Cantt. |
| Khada | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | |
| Khagaria | 6 3 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 1 3 | 6 5 3 | 6 7 3 | } Via Mokameh Ghat. (a) |
| Khajauli | 7 3 3 | 7 3 3 | 7 3 3 | 7 3 3 | 7 1 3 | 7 5 3 | 7 7 2c | |
| Khalilabad | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 4 10 | 7 4 10 | } Via Shahganj. |
| Khorasan Rd. (b) | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Khurhat | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Mokameh Ghat. (a) |
| Kidildapur | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Kopaganj | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Manihari Ghat and Katihar. |
| Kunra Ghat | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | |
| Kurhani | 6 14 3 | 7 1 3 | 6 14 3 | 6 14 3 | 6 12 3 | 7 1 3 | 7 3 3 | } Via Mokameh Ghat. (a) |
| Kursela (c) | 6 3 2 | 6 5 2 | 6 5 2 | 6 5 2 | 6 7 2 | 6 7 2 | 6 10 2 | |
| Kusmhi | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | } Via Benares Cantt. |
| Laheria Seral | 6 7 3 | 6 10 3 | 6 7 3 | 6 7 3 | 6 5 3 | 6 10 3 | 6 12 3 | |
| Lakshmiganj | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | } Via Mokameh Ghat. (a) |
| Lar Road | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | |
| Lohat Siding | 6 14 3 | 7 1 3 | 6 14 3 | 6 14 3 | 6 12 3 | 7 1 3 | 7 3 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.W. Rys. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Rys. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Shahganj.

(c) These rates apply via Manihari Ghat & Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charge of Rs. 1-2-2 per ton at Manihari Ghat & Katihar.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

B. & N. W. Ry.

| Stations. | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route. |
|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|--------------------------------|
| Hathua | Rs. a. p. 6 11 10 | Rs. a. p. 6 11 10 | Rs. a. p. 6 11 10 | Rs. a. p. 6 11 10 | Rs. a. p. 7 0 10 | Rs. a. p. 6 14 10 | Rs. a. p. 6 11 10 | Via Mokameh Ghat. (a) |
| Indara | 5 11 10 | 5 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jagat Bela | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 11 10 | |
| Jahanaganj Road | 6 0 10 | 6 2 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Jakhanian† | 5 5 10 | 5 7 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Jarwa | 6 11 10 | 6 11 10 | 6 11 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 7 10 | Via Mokameh Ghat. (a) |
| Jarwal Road | 6 11 10 | 6 11 10 | 7 2 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 2 10 | |
| Jhanjharpur | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Jhusi† | 6 1 3 | 6 1 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | |
| Jiudhara | 6 11 10 | 6 11 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Kadipur† | 4 12 10 | 4 12 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 9 10 | Via Benares Cantt. |
| Karagola Road (c) | 7 7 2 | 7 7 2 | 7 2 10 | 7 4 10 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat and Katihar. |
| Karimuddinpur | 5 14 10 | 5 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Kawapur | 6 11 10 | 6 11 10 | 7 7 10 | 7 9 10 | 7 11 10 | 7 9 10 | 7 7 10 | |
| Katareah (c) | 7 7 2 | 7 7 2 | 7 4 10 | 7 4 10 | 7 7 2 | 7 7 2 | 7 7 2 | |
| Katra | 6 11 10 | 6 11 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 7 10 | |
| Kerakat | 5 7 10 | 5 7 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Khada | 6 11 10 | 6 11 10 | 7 0 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 0 10 | Via Mokameh Ghat. (a) |
| Khagaria | 6 11 10 | 6 14 10 | 7 1 3 | 7 3 3 | 7 7 2 | 7 7 2 | 7 7 3 | |
| Khajauli | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Khalilabad | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 2 10 | 7 0 10 | 6 14 10 | |
| Khorasan Rd. (b) | 5 14 10 | 6 0 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Shahganj. |
| Khurhat | 5 14 10 | 5 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Kidihdapur | 6 0 10 | 6 0 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Kopaganj | 5 14 10 | 5 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Kunra Ghat | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Kurhani | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 2 10 | 7 0 10 | |
| Kursela (c) | 7 7 2 | 7 7 2 | 7 4 10 | 7 4 10 | 7 7 2 | 7 7 2 | 7 7 2 | |
| Kusmhi | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 11 10 | |
| Laheria Serai | 6 11 10 | 6 11 10 | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Lakshmiganj | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 2 10 | 7 2 10 | 6 14 10 | |
| Lar Road | 6 5 10 | 6 5 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Lohat Siding | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N. W. Ry. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Shahganj.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat and Katihar.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

‡ These rates apply via Barabanki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Barabanki.

§ These rates apply via Naihati, Amnura and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Amnura.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah siding | Palasthali | Panchra | Route |
|--------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Madho Singh† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Madhubani ... | 7 1 3 | 7 3 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 7 2c | 7 7 2c | Via Mokameh Ghat. (a) |
| Maghar ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | |
| Maharajganj ... | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 4 10 | |
| Mahesh Khunt ... | 6 7 3 | 6 7 3* | 6 7 3* | 6 7 3* | 6 7 3* | 6 12 3* | 6 5 3* | |
| Mahmudabad (Oudh). ... | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | |
| Mahnar Road ... | 6 5 3 | 6 7 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 14 3 | 6 10 3 | Via Benares Cantt. |
| Mahpur† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Mairwa ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | |
| Majhowlia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Maniram ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 4 10 | |
| Manjhagarh ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 4 10 | Via Mokameh Ghat. (a) |
| Mankapur ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | |
| Mansi ... | 6 5 3 | 6 7 3 | 6 7 3* | 6 10 3* | 6 10 3* | 6 12 3* | 6 7 3* | |
| Marhowrah ... | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Mashrak ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 4 10 | |
| Maskunwa ... | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | Via Jaunpur. |
| Mau Jn. ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Motihari ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Motipur ... | 7 3 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Motiganj ... | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 7 13 10 | |
| Muftiganj (e) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat (a) |
| Muhammadabad (Gohna) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Muktapur ... | 6 5 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 14 3 | 6 10 3 | |
| Munderwa ... | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 7 10 | |
| Muzaffarpur ... | 6 14 3 | 7 1 3 | 7 1 3 | 7 1 3 | 7 3 3 | 7 7 3 | 7 3 3 | |
| Naikot ... | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 9 10 | Via Benares Cantt. Via Mokameh Ghat (a) |
| Nandganj† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Narkatiaganj ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Naugachia (c) ... | 6 5 2 | 6 3 2 | 6 1 2 | 6 1 2 | 6 3 2c | 6 5 2 | 5 14 2 | |
| Nawabganj (Gonda). ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 7 13 10 | |
| Nayagaon ... | 6 14 3 | 7 1 3 | 7 1 3 | 7 3 3 | 7 3 3 | 7 7 3 | 7 3 3 | Via Mokameh Ghat (a) |
| Nautanwa ... | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 9 10 | |
| Nirmali ... | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | |

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Rs. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cantt. include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & M. W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Benares Cantt.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N. W. Ry. terminal charges.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat and Katihar.

(e) These rates apply via Jaunpur and the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Jaunpur.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations | Raniganj | Raniganj Siding | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|------------------------|-----------|-----------------|---------------|-----------|-----------|-----------|---------------|--------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Madho Singh† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Madhubani ... | 7 1 3 | 7 1 3 | 7 1 3 | 6 14 3 | 6 12 3 | 6 14 3 | 6 1 3 | Via Mokameh Ghat. (a) |
| Maghar ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Maharajganj ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 3 | |
| Mahesh Khunt ... | 6 7 3 | 6 7 3 | 6 7 3 | 6 5 3 | 6 3 3 | 6 5 3 | 5 5 3 | |
| Mahmudabad (Oudh) ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | |
| Mahnar Road ... | 6 3 3 | 6 3 3 | 6 5 3 | 6 1 3 | 6 1 3 | 6 1 3 | 5 1 3 | Via Benares Cantt. |
| Mahpur† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | |
| Malwa ... | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | Via Mokameh Ghat. (a) |
| Majhowlia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 1 3 | |
| Maniram ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 2 10 | 7 2 10 | |
| Manjhagarh ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Mankapur ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 3 | |
| Mansi ... | 6 5 3 | 6 5 3 | 6 5 3 | 6 3 3 | 6 1 3 | 6 3 3 | 5 1 3 | |
| Marhowrah ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 10 3 | |
| Mashrak ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 12 3 | |
| Maskunwa ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 3 | |
| Mau Jn. ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Motihari ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 6 12 3 | |
| Motipur ... | 7 1 3 | 7 1 3 | 7 1 3 | 6 14 3 | 6 14 3 | 6 14 3 | 6 1 3 | |
| Motiganj ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 11 10 | 7 7 3 | Via Jaunpur. |
| Muftiganj (e) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | |
| Muhammabad (Gohna) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Muktapur ... | 6 3 3 | 6 3 3 | 6 3 3 | 6 1 3 | 5 14 3 | 6 1 3 | 4 14 3 | |
| Munderwa ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Muzaffarpur ... | 6 12 3 | 6 12 3 | 6 12 3 | 6 10 3 | 6 7 3 | 6 10 3 | 5 10 3 | |
| Naikot ... | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | 7 4 10 | 7 4 10 | 7 7 3a | |
| Nandganj† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | Via Benares Cantt. |
| Narkatiaganj ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Naugachia (c) ... | 6 7 2 | 6 7 2 | 6 7 2 | 6 7 3* | 6 7 3* | 6 7 3* | 5 10 3* | Via Manihari Ghat and Katihar. |
| Nawabganj (Gonda) ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 7 3 | Via Mokameh Ghat. (a) |
| Nayagaon ... | 6 12 3 | 6 12 3 | 6 12 3 | 6 10 3 | 6 10 3 | 6 10 3 | 5 12 3 | |
| Nautanwa ... | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | 7 7 10 | 7 7 3 | |
| Nirmali ... | 7 7 2c | 7 7 2c | 7 7 2c | 7 3 3 | 7 3 3 | 7 3 3 | 6 7 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N. W. Rys. terminal charges.

(e) These rates apply via Jaunpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Jaunpur.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charge of Rs. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Benares Cantt.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charge of Rs. 1-2-2 per ton at Manihari Ghat and Katihar

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 531.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|--------------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Madho Singh† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Madhubani ... | 6 3 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 14 3 | 6 14 3 | Via Mokameh Ghat. (a) |
| Maghar ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Maharajganj ... | 6 14 3 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 7 0 10 | |
| Mahesh Khunt ... | 5 8 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 5 3 | 6 5 3 | |
| Mahmudabad (Oudh). ... | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10† | 7 7 10† | 7 7 10† | |
| Mahnar Road ... | 5 3 3 | 5 14 3 | 5 14 3 | 5 14 3 | 6 1 3 | 6 1 3 | 6 1 3 | Via Benares Cantt. |
| Mahpur† ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Malrwa ... | 7 0 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Majhowlia ... | 7 3 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Maniram ... | 7 2 10 | 7 0 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Manjharah ... | 7 2 10 | 7 0 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Mankapur ... | 7 7 3 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | |
| Mansi ... | 5 3 3 | 5 14 3 | 6 1 3 | 6 1 3 | 6 1 3 | 6 3 3 | 6 3 3 | |
| Marhowrah ... | 6 12 3 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | |
| Mashrak ... | 6 14 3 | 7 0 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Maskunwa ... | 7 7 3 | 7 7 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | |
| Mau Jn. ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Motihari ... | 6 12 3 | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Jaunpur. |
| Motipur ... | 6 3 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 14 3 | 6 14 3 | 6 14 3 | |
| Motiganj ... | 7 7 3 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | |
| Muftiganj (e) ... | 5 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Muhammadabad (Gohna) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Muktapur ... | 5 1 3 | 5 12 3 | 5 14 3 | 5 14 3 | 5 14 3 | 6 1 3 | 6 1 3 | Via Mokameh Ghat. (a) |
| Munderwa ... | 7 4 10 | 7 2 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Muzaffarpur ... | 5 12 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 10 3 | |
| Naikot ... | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | Via Benares Cantt. |
| Nandganj† ... | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Narkatiaganj ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Naugachia (c) ... | 5 12 3* | 6 5 3* | 6 5 3* | 6 7 3* | 6 7 3* | 6 7 3* | 6 10 3* | Via Manihari Ghat and Katihar. |
| Nawabganj (Gonda). ... | 7 10 3 | 7 9 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | Via Mokameh Ghat. (a) |
| Nayagaon ... | 5 14 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 10 3 | 6 10 3 | |
| Nautanwa ... | 7 7 3 | 7 4 10 | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Nirmali ... | 6 7 3 | 7 1 3 | 7 3 3 | 7 3 3 | 7 3 3 | 7 5 3 | 7 5 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. & B. & N. W. Railways terminal charges.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Rs. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Benares Cantt.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Bara Banki.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat & Katihar.

(e) These rates apply via Jaunpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Jaunpur.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 531.

| Stations | Kaioobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katragarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|--------------------------|-------------|-----------|------------------------------------------|-----------|-------------|----------------|-----------|--------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Madho Singh† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Madhubani ... | 7 1 3 | 7 5 3 | 7 5 3 | 6 5 3 | 6 5 3 | 6 5 3 | 7 3 3 | Via Mokameh Ghat. (a) |
| Maghar ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Maharajganj ... | 6 14 10 | 6 11 10 | 6 14 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | |
| Mahesh Khunt ... | 6 7 3 | 6 12 3 | 6 12 3 | 5 10 3 | 5 10 3 | 5 12 3 | 6 7 3 | |
| Mahmudabad (Oudh) ... | 7 7 10† | 7 4 10† | 7 4 10† | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | |
| Mahnar Road ... | 6 3 3 | 6 7 3 | 6 10 3 | 5 5 3 | 5 5 3 | 5 8 3 | 6 5 3 | Via Benares Cantt. |
| Mahpur† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |
| Malwa ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | Via Mokameh Ghat. (a) |
| Majhowlia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 5 3 | 7 5 3 | 7 7 3 | 7 7 3 | |
| Maniram ... | 6 14 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | |
| Manjhagarh ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Mankapur ... | 7 7 10 | 7 4 10 | 7 4 10 | 7 10 3 | 7 10 3 | 7 10 3 | 7 11 10 | |
| Mansi ... | 6 5 3 | 6 10 3 | 6 10 3 | 5 8 3 | 5 8 3 | 5 10 3 | 6 7 3 | |
| Marhowrah ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 14 3 | 6 14 3 | 6 14 3 | 7 2 10 | |
| Mashrak ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 1 3 | 7 1 3 | 7 3 3 | 7 4 10 | |
| Maskunwa ... | 7 7 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | Via Jaunpur. |
| Mau Jn. ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Motihari ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 1 3 | 7 1 3 | 7 1 3 | 7 7 3 | |
| Motipur ... | 7 1 3 | 7 4 10 | 7 4 10 | 6 5 3 | 6 5 3 | 6 7 3 | 7 3 3 | Via Jaunpur. |
| Motiganj ... | 7 7 10 | 7 7 10 | 7 7 10 | 7 10 3 | 7 10 3 | 7 10 3 | 7 11 10 | |
| Muftiganj (e) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |
| Muhammadabad (Gohna) ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Muktapur ... | 6 3 3 | 6 7 3 | 6 7 3 | 5 5 3 | 5 5 3 | 5 8 3 | 6 5 3 | |
| Munderwa ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Muzaffarpur ... | 6 12 3 | 7 1 3 | 7 1 3 | 6 1 3 | 6 1 3 | 6 3 3 | 6 14 3 | Via Benares Cantt. |
| Nalkot ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 10 | |
| Nandganj† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |
| Narkatiaganj ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Naugachia (c) ... | 6 10 3* | 6 14 3* | 7 1 3* | 5 14 3* | 5 14 3* | 6 1 3* | 6 7 2 | |
| Nawabganj (Gonda) ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 10 3 | 7 10 3 | 7 10 3 | 7 13 10 | Via Manihari Ghat and Katihar. |
| Nayagaon ... | 6 12 3 | 6 14 10 | 6 14 10 | 6 1 3 | 6 1 3 | 6 3 3 | 6 14 3 | |
| Nautanwa ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | |
| Nirmall ... | 7 5 3 | 7 7 2c | 7 7 2c | 6 12 3 | 6 12 3 | 6 12 3 | 7 7 2c | |

(a) These rates apply via Mokamah Ghat and include the E. I. and B. & N. W. Ry. terminal charges.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Rs. 0-4-0 per ton the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Benares Cantt.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and transshipment charge of Re. 0-6-10 per ton at Bara Banki.

(c) These rates apply via Manihari Ghat & Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and include the ferry and transshipment charges of Rs. 1-2-2 per ton at Manihari Ghat and Katihar.

(e) These rates apply via Jaunpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Jaunpur.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Madho Singh† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Madhubani ... | 7 1 3 | 7 1 3 | 6 14 3 | 6 14 3 | 6 14 3 | 7 3 3 | 7 3 3 | Via Mokameh Ghat. (a) |
| Maghar ... | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Maharajganj ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 2 10 | 7 2 10 | |
| Mahesh Khunt ... | 6 7 3 | 6 7 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | 6 10 3 | |
| Mahumudabad (Oudh). ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | |
| Mahnar Road ... | 6 3 3 | 6 5 3 | 6 3 3 | 6 3 3 | 6 1 3 | 6 5 3 | 6 7 3 | Via Benares Cantt. |
| Mahpur† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Mairwa ... | 6 14 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | Via Mokameh Ghat. (a) |
| Majhowlia ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Maniram ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | |
| Manjhagarh ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Mankapur ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | |
| Mansi ... | 6 5 3 | 6 5 3 | 6 5 3 | 6 3 3 | 6 3 3 | 6 7 3 | 6 7 3 | |
| Marhowrah ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | |
| Mashrak ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | |
| Maskunwa ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | Via Jaunpur. |
| Mau Jn. ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Motihari ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Motipur ... | 7 1 3 | 7 1 3 | 7 1 3 | 6 14 3 | 6 14 3 | 7 3 3 | 7 5 3 | |
| Motiganj ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | Via Mokameh Ghat. (a) |
| Muftiganj (e) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Muhammadabad (Gohna) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Muktapur ... | 6 3 3 | 6 3 3 | 6 3 3 | 6 1 3 | 6 1 3 | 6 5 3 | 6 7 3 | Via Mokameh Ghat. (a) |
| Munderwa ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 10 | |
| Muzaffarpur ... | 6 12 3 | 6 12 3 | 6 12 3 | 6 10 3 | 6 10 3 | 6 14 3 | 7 1 3 | Via Benares Cantt. |
| Najkot ... | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | 7 4 10 | 7 7 10 | 7 9 10 | |
| Nandganj† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Narkatiganj ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Naugachia (c) ... | 6 7 2 | 6 7 2 | 6 7 2 | 6 10 2 | 6 7 3* | 6 10 2 | 6 12 2 | Via Manihari Ghat and Katihar. |
| Nawabganj (Gonda). ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | Via Mokameh Ghat. (a) |
| Nayagaon ... | 6 12 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 10 3 | 6 14 3 | 7 1 3 | |
| Nautanwa ... | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | |
| Nirmali ... | 7 5 3 | 7 7 2c | 7 5 3 | 7 5 3 | 7 3 3 | 7 7 2c | 7 7 2c | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.W. Ry. terminal charges.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a ferry and transhipment charge of Rs. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

(c) These rates apply via Manihari Ghat & Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Rs. 1-2-2 per ton at Manihari Ghat and Katihar.

(e) These rates apply via Jaunpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Jaunpur.

N. B.—For surcharge leviable in addition see notes (i) (ii) under "N. B." at page 531.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route |
|---------------------------|-----------|----------------|-------------|-----------|-------------|-----------|-----------|--------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Madho Singh† ... | 5 2 10 | 5 2 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Madhubani ... | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Maghar ... | 6 11 10† | 6 11 10† | 6 14 10† | 6 14 10† | 7 0 10† | 7 0 10† | 6 14 10† | |
| Maharajanj ... | 6 11 10† | 6 11 10† | 6 11 10 | 6 14 10 | 7 0 10 | 6 14 10 | 6 11 10† | |
| Mahesh Khunt ... | 6 14 10 | 6 14 10 | 7 3 3 | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | |
| Mahmudabad (Oudh). ... | 6 11 10† | 6 11 10† | 7 4 10† | 7 4 10† | 7 9 10† | 7 7 10† | 7 4 10† | |
| Mahnar Road | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 4 10 | 7 2 10 | 7 0 10 | Via Benares Cantt. |
| Mahpur† ... | 5 0 10 | 5 2 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Mairwa ... | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10† | Via Mokameh Ghat. (a) |
| Majhowlia ... | 6 14 10 | 6 14 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | |
| Maniram ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 14 10† | 7 0 10† | 7 0 10† | 6 11 10† | |
| Manjagarh ... | 6 11 10† | 6 11 10† | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 11 10† | |
| Mankapur ... | 6 11 10† | 6 11 10† | 7 4 10† | 7 4 10† | 7 7 10† | 7 7 10† | 7 4 10† | |
| Mansi ... | 6 14 10 | 6 14 10 | 7 3 3 | 7 5 3 | 7 7 2§ | 7 7 2§ | 7 7 2§ | |
| Marhowrah ... | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 7 0 10 | 6 14 10 | 6 11 10† | |
| Mashrak ... | 6 11 10† | 6 11 10† | 6 11 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 11 10† | |
| Maskunwa ... | 6 11 10† | 6 11 10† | 7 2 10† | 7 4 10† | 7 7 10† | 7 7 10† | 7 2 10† | Via Jaunpur. |
| Mau Jn. ... | 5 11 10† | 5 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Motihari ... | 6 11 10 | 6 11 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Motipur ... | 6 11 10 | 6 11 10 | 7 2 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 2 10 | Via Jaunpur. |
| Motiganj ... | 6 11 10† | 6 11 10† | 7 4 10† | 7 7 10† | 7 9 10† | 7 9 10† | 7 4 10† | |
| Muftiganj (e) ... | 5 7 10 | 5 9 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Muhammadabad (Gohna). ... | 6 0 10† | 6 0 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | Via Mokameh Ghat. (a) |
| Muktapur ... | 6 11 10 | 6 11 10 | 7 1 3 | 7 3 3 | 7 7 3 | 7 7 3 | 7 4 10 | |
| Munderwa ... | 6 11 10† | 6 11 10† | 6 14 10† | 7 0 10† | 7 2 10† | 7 2 10† | 6 14 10† | |
| Muzffarpur ... | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | 7 0 10 | Via Benares Cantt. |
| Naikot ... | 6 11 10† | 6 11 10† | 7 0 10† | 7 2 10† | 7 4 10† | 7 4 10† | 7 0 10† | |
| Nandganj† ... | 5 5 10 | 5 5 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Narkatiaganj ... | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 10 3 | 7 10 3 | 7 11 10 | Via Mokameh Ghat. (a) |
| Naugachia (c) ... | 7 7 2 | 7 7 2 | 7 4 10§ | 7 7 2 | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat and Katihar. |
| Nawabganj (Gonda). ... | 6 11 10† | 6 11 10† | 7 4 10† | 7 7 10† | 7 9 10† | 7 9 10† | 7 4 10† | Via Mokameh Ghat. (a) |
| Nayagaon ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 11 10 | |
| Nautanwa ... | 6 11 10† | 6 11 10† | 7 0 10† | 7 2 10† | 7 4 10† | 7 4 10† | 7 0 10† | |
| Nirmali ... | 7 2 10 | 7 2 10 | 7 7 2c | 7 7 2c | 7 7 3 | 7 7 3 | 7 7 3 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.W. Rys. terminal charges.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Bara Banki.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a ferry and transhipment charges of Rs. 1-2-2 per ton at Manihari Ghat & Katihar.

(e) These rates apply via Jaunpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Jaunpur.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 531.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|------------------------|-----------|--------------------|--------------------|--------------------|----------------|--------------------|--------------------|------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nowgarh ... | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 9 10 | Via Mokameh Ghat. (a). |
| Nunkhar ... | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | |
| Pachperwa ... | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 3 | 7 13 10 | |
| Pachrukhi ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | |
| Padrauna ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Paintepur ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | |
| Pandal ... | 7 1 3 | 7 3 3 | 7 3 3 | 7 3 3 | 7 5 3 | 7 7 2 ^c | 7 5 3 | |
| Parmanandpur ... | 6 12 3 | 6 14 3 | 7 1 3 | 7 1 3 | 7 1 3 | 7 5 3 | 7 3 3 | |
| Parsendi ... | 7 13 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 2 10 | 8 0 10 | |
| Pasraha ... | 6 7 3* | 6 5 3* | 6 5 3* | 6 5 3* | 6 5 3* | 6 10 3* | 6 3 3* | |
| Payagpur ... | 8 0 10 | 8 0 10 | 8 0 10 | 8 0 10 | 8 2 10 | 8 2 10 | 8 2 10 | Via Benares Cantt. |
| Peppeganj ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 3 | |
| Pharenda ... | 7 4 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 7 10 | |
| Phariha ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Phephna ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Pipraich ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 4 10 | |
| Pipridih ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Purandarpur ... | 7 7 3 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 7 10 | |
| Pusa Road ... | 6 5 3 | 6 7 3 | 6 10 3 | 6 10 3 | 6 12 3 | 7 1 3 | 6 12 3 | |
| Rajapatti ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | |
| Rajawari† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a). |
| Ramnathpur † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Raniki-Sarai ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | |
| Rasra ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Ratanpura ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Ratansarai ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Ravelganj Ghat ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Rawatganj ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | |
| Raxaul ... | 7 7 3 | 7 7 2 ^c | 7 7 2 ^c | 7 7 2 ^c | 7 7 3 | 7 7 3 | 7 7 2 ^c | |
| Reoti ... | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Rysera Ghat ... | 6 10 3 | 6 12 3 | 6 12 3 | 6 14 3 | 6 14 3 | 7 3 3 | 6 14 3 | Via Benares Cantt. |
| Sadat† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sahadai Buzurg ... | 6 5 3 | 6 7 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 14 3 | 6 12 3 | |
| Sahatwar ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | |
| Sahjanwa ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 4 10 | |
| Saiyedpur Bhitri † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sakri ... | 6 14 3 | 7 1 3 | 7 3 3 | 7 3 3 | 7 3 3 | 7 7 3 | 7 3 3 | |
| Salimpur ... | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.W. Ry. terminal charges.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charge of Rs. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charge of Rs. 1-2-2 per ton at Manihari Ghat and Katihar.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 531.

| Stations | Raniganj | Raniganj Siding | Raniganj Ghat | Kalpahari | Asansol | Dhodka | Jainti Siding | Route |
|-------------------|-----------|-----------------|---------------|-----------|-----------|-----------|---------------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nowgarh | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | 7 4 10 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Nunkhar | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | |
| Pachperwa | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 3 | |
| Pachrukhi | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 3 | |
| Padrauna | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | |
| PaIntepur | 7 9 10 | 7 9 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | |
| Pandaul | 6 14 3 | 6 14 3 | 6 14 3 | 6 12 3 | 6 12 3 | 6 12 3 | 5 14 3 | |
| Parmanandpur | 6 12 3 | 6 12 3 | 6 12 3 | 6 10 3 | 6 7 3 | 6 10 3 | 5 10 3 | |
| Parsendi | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 11 10 | 7 13 10 | 7 13 10 | |
| Pasraha | 6 10 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 5 3 | 6 7 3 | 5 8 3 | |
| Payagpur | 8 0 3 | 8 0 3 | 8 0 3 | 7 13 10 | 7 13 10 | 7 12 3 | 7 12 3 | |
| Pepeganj | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Pharenda | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Phariha | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Phephua | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Pipraich | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Pipridih | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Purandarpur | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Pusa Road | 6 5 3 | 6 5 3 | 6 5 3 | 6 3 3 | 6 1 3 | 6 3 3 | 5 1 3 | |
| Rajapatti | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 6 14 3 | |
| Rajawari† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | |
| Ramnathpur † | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Raniki-Sarai | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Rasra | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ratanpura | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ratansarai | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Ravelganj Ghat | 7 0 10 | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 7 3 | |
| Rawatganj | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Raxaul | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 5 3 | |
| Reoti | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | |
| Rusera Ghat | 6 7 3 | 6 7 3 | 6 7 3 | 6 5 3 | 6 5 3 | 6 5 3 | 5 5 3 | |
| Sadat† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | Via Benares Cantt. |
| Sahadal Buzurg | 6 5 3 | 6 5 3 | 6 5 3 | 6 3 3 | 6 1 3 | 6 3 3 | 5 1 3 | |
| Sahatwar | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sahjanwa | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Salyedpur Bhitri† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | |
| Sakri | 6 12 3 | 6 12 3 | 6 14 3 | 6 10 3 | 6 10 3 | 6 10 3 | 5 12 3 | |
| Sallimpur | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N. W. Rys. terminal charges.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Benares Cantt.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 531.

| Stations | Karmatar | Sitarampur | Shamdih | Kuldi | Barakar | Mugma | Mugma West | Route |
|-----------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|-------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nowgarih ... | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | } |
| Nunkhar ... | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Pachperwa ... | 7 7 3 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | |
| Pachrukhi ... | 7 0 10 | 6 14 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Padrauna ... | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Paintepur ... | 7 11 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10† | 7 7 10† | 7 7 10† | |
| Pandaul ... | 6 1 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 12 3 | 6 12 3 | 6 12 3 | |
| Parmanandpur ... | 5 12 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 10 3 | } Via Mokameh Ghat. (a) |
| Parsendi ... | 7 13 10 | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10† | 7 11 10† | 7 11 10† | |
| Pasraha ... | 5 10 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | 6 7 3 | |
| Payagpur ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | |
| Peppaganj ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Pharenda ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Phariha ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10* | 6 11 10b | 6 11 10b | |
| Phephna ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Pipraich ... | 7 2 10 | 7 0 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | } |
| Pipridih ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10† | 6 11 10† | |
| Purandarpur ... | 7 4 10 | 7 2 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Pusa Road ... | 5 3 3 | 5 14 3 | 6 1 3 | 6 1 3 | 6 1 3 | 6 5 3 | 6 3 3 | |
| Rajapatti ... | 7 1 3 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Rajawari† ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Benares Cantt. |
| Ramnathpur† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Raniki-Sarai ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Mokameh Ghat. (a) |
| Rasra ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ratanpura ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ratansarai ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | |
| Ravelganj Ghat ... | 6 7 3 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Rawatganj ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Raxaul ... | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Reoti ... | 6 14 3 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Rusera Ghat ... | 5 8 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 5 3 | 6 5 3 | 6 5 3 | } |
| Sadat† ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sahadai Buzurg ... | 5 3 3 | 5 14 3 | 6 1 3 | 6 1 3 | 6 1 3 | 6 3 3 | 6 3 3 | } Via Benares Cantt. |
| Sahatwar ... | 6 14 3 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sahjanwa ... | 7 2 10 | 7 0 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Saiyedpur Bhitri† ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Benares Cantt. |
| Sakri ... | 5 14 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 12 3 | |
| Salimpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | } Via Mokameh Ghat. (a) |

† These rates apply via Barabanki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Barabanki.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Benares Cantt.

* In the case of traffic from Colliery Sidings on Pandra Branch referred to at page 102 this rate applies via Shahganj.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N. W. Rys. terminal charges.

(b) These rates apply via Shahganj and include the transshipment charge of Re. 0-6-10 per ton at Shahganj.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 531.

| Stations | Kalobathan | Dhanbad | Kusunda, Jher- raih, Pathardih & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-----------------------|------------|-----------|---------------------------------------------------|-----------|-------------|-------------------|-----------|--------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nowgarh ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 10 | Via Mokameh Ghat. (a) |
| Nunkhar ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 0 10 | 6 14 10 | |
| Pachperwa ... | 7 7 10 | 7 4 10 | 7 7 10 | 7 10 3 | 7 10 3 | 7 10 3 | 7 11 10 | |
| Pachrukhi ... | 6 14 10 | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Padrauna ... | 7 2 10 | 7 0 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Paintepur ... | 7 7 10† | 7 4 10† | 7 4 10† | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | |
| Pandaul ... | 6 14 3 | 7 3 3 | 7 3 3 | 6 3 3 | 6 3 3 | 6 5 3 | 7 1 3 | |
| Parmanandpur ... | 6 12 3 | 6 14 10 | 6 14 10 | 6 1 3 | 6 1 3 | 6 1 3 | 6 12 3 | |
| Parsendi ... | 7 9 10† | 7 9 10† | 7 9 10† | 8 0 10 | 8 0 10 | 8 0 10 | 7 13 10 | |
| Pasraha ... | 6 7 3 | 6 14 3 | 6 14 3 | 5 12 3 | 5 12 3 | 5 14 3 | 6 10 3 | |
| Payagpur ... | 7 11 10 | 7 9 10 | 7 9 10 | 7 12 3 | 7 12 3 | 7 14 3 | 8 0 10 | |
| Peppeganj ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Pharenda ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | |
| Pharlha ... | 6 11 10b | 6 11 10b | 6 11 10b | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Phephna ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Pipraich ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Pipridih ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cantt. |
| Purandarpur ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Pusa Road ... | 6 5 3 | 6 10 3 | 6 10 3 | 5 8 3 | 5 8 3 | 5 10 3 | 6 7 3 | |
| Rajapatti ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 3 3 | 7 3 3 | 7 3 3 | 7 4 10 | |
| Rajawari† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |
| Ramnathpur† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Raniki-Sarai ... | 6 11 10b | 6 11 10b | 6 11 10b | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | |
| Rasra ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ratanpura ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ratansarai ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Ravelganj Ghat ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 12 3 | 6 12 3 | 6 12 3 | 7 0 10 | |
| Rawatganj ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Raxaul ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Reoti ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Rusera Ghat ... | 6 7 3 | 6 12 3 | 6 14 3 | 5 12 3 | 5 12 3 | 5 12 3 | 6 10 3 | |
| Sadat† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | Via Benares Cantt. |
| Sahadai Buzurg ... | 6 5 3 | 6 10 3 | 6 10 3 | 5 8 3 | 5 8 3 | 5 8 3 | 6 5 3 | |
| Sahatwar ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Sahjanwa ... | 7 0 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Saiyedpur Bhitri† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |
| Sakri ... | 6 12 3 | 7 1 3 | 7 3 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 14 3 | |
| Salimpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | |

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Bara Banki.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N. W. Ry. terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Shahganj.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 531.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nowgarh | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | 7 7 10 | 7 9 10 | Via Mokameh Ghat. (a) |
| Nunkhar | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 14 10 | 6 14 10 | |
| Pachperwa | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 11 10 | 7 11 10 | |
| Pachrukhi | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | |
| Padrauna | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | 7 7 3 | 7 7 3 | |
| Paintepur | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | |
| Pandaul | 6 14 3 | 6 14 3 | 6 14 3 | 6 12 3 | 6 12 3 | 7 1 3 | 7 3 3 | |
| Parmanandpur | 6 12 3 | 6 12 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 12 3 | 6 14 3 | |
| Parsendi | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | |
| Pasraha | 6 10 3 | 6 10 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 12 3 | |
| Payagpur | 8 0 3 | 8 0 3 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 0 10 | Via Benares Cantt. |
| Peppeganj | 7 2 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Pharenda | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | |
| Phariha | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Phephna | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Pipraich | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Pipridih | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Purandarpur | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 7 10 | |
| Pusa Road | 6 5 3 | 6 5 3 | 6 5 3 | 6 3 3 | 6 3 3 | 6 7 3 | 6 7 3 | |
| Rajapatti | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Rajawari† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Ramnathpur† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Raniki-Sarai | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Rasra | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ratanpura | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Ratansarai | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Ravelganj Ghat | 7 0 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | |
| Rawatganj | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Raxaul | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Reoti | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | Via Benares Cantt. |
| Rusera Ghat | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 5 3 | 6 10 3 | 6 12 3 | |
| Sadat† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sahadai Buzurg | 6 5 3 | 6 5 3 | 6 3 3 | 6 3 3 | 6 3 3 | 6 5 3 | 6 7 3 | |
| Sahatwar | 6 11 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | |
| Sahjanwa | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 4 10 | |
| Salyedpur Bhitri† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sakri | 6 12 3 | 6 14 3 | 6 12 3 | 6 12 3 | 6 10 3 | 6 14 3 | 7 1 3 | |
| Salimpur | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | |

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N. W. Rys. terminal charges.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 531

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route |
|-------------------|-----------|----------------|-------------|-----------|-------------|-----------|-----------|-----------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Nowgarh | 6 11 10† | 6 11 10† | 7 0 10† | 7 2 10† | 7 4 10† | 7 4 10† | 7 0 10† | Via Mokameh Ghat. (a) |
| Nunkhar | 6 9 10† | 6 9 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Pachperwa | 6 11 10† | 6 11 10† | 7 4 10† | 7 4 10† | 7 9 10† | 7 7 10† | 7 4 10† | |
| Pachrukhi | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 14 10† | 6 14 10† | 6 11 10† | |
| Padrauna | 6 11 10† | 6 11 10† | 7 0 10† | 7 2 10† | 7 4 10† | 7 2 10† | 7 0 10† | |
| Paintepur | 6 11 10† | 6 11 10† | 7 4 10† | 7 4 10† | 7 7 10† | 7 7 10† | 7 4 10† | |
| Pandaul | 6 14 10 | 6 14 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Parmanandpur | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 11 10 | |
| Parsendi | 6 11 10† | 6 11 10† | 7 7 10† | 7 9 10† | 7 11 10† | 7 11 10† | 7 7 10† | |
| Pasraha | 6 14 10 | 6 10 10 | 7 5 3 | 7 7 2† | 7 7 2† | 7 7 2† | 7 7 2† | |
| Payagpur | 6 14 10† | 6 14 10† | 7 9 10† | 7 9 10† | 7 11 10† | 7 11 10† | 7 9 10† | Via Benares Cantt. |
| Pepeganj | 6 11 10† | 6 11 10† | 6 14 10† | 6 14 10† | 7 0 10† | 7 0 10† | 6 11 10† | |
| Pharenda | 6 11 10† | 6 11 10† | 6 14 10† | 7 0 10† | 7 2 10† | 7 2 10† | 6 14 10† | |
| Phariha | 6 2 10b | 6 2 10b | 6 11 10b | 6 11 10b | 6 11 10b | 6 11 10b | 6 11 10b | |
| Phephna | 6 2 10† | 6 2 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Pipraich | 6 11 10† | 6 11 10† | 6 14 10† | 6 14 10† | 7 0 10† | 7 0 10† | 6 11 10† | |
| Pipridih | 5 9 10† | 5 9 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Purandarpur | 6 11 10† | 6 11 10† | 7 0 10† | 7 0 10† | 7 2 10† | 7 2 10† | 6 14 10† | |
| Pusa Road | 7 0 10 | 7 0 10 | 7 3 3 | 7 5 3 | 7 7 3 | 7 7 3 | 7 4 10 | |
| Rajapatti | 6 11 10† | 6 11 10† | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 14 10† | |
| Rajawari† | 4 14 10 | 4 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Ramnathpur† | 5 14 10 | 5 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Raniki-Sarai | 6 2 10b | 6 5 10b | 6 11 10b | 6 11 10b | 6 11 10b | 6 11 10b | 6 11 10b | |
| Rasra | 6 2 10† | 6 2 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Ratanpura | 6 0 10† | 6 0 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Ratansarai | 6 11 10† | 6 11 10† | 6 14 10 | 6 14 10 | 7 2 10 | 7 0 10 | 6 14 10† | |
| Ravelganj Ghat | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10† | |
| Rawatganj | 6 11 10† | 6 11 10† | 6 14 10† | 6 14 10† | 7 0 10† | 7 0 10† | 6 14 10† | |
| Raxaul | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | |
| Reoti | 6 9 10† | 6 9 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10† | |
| Rusera Ghat | 6 11 10 | 6 11 10 | 7 5 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Benares Cantt. |
| Sadat† | 5 2 10 | 5 5 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sahadai Buzurg | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 2 10 | 7 0 10 | |
| Sahatwar | 6 7 10† | 6 7 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10† | 6 11 10† | |
| Sahjanwa | 6 11 10† | 6 11 10† | 6 11 10† | 6 14 10† | 7 0 10† | 7 0 10† | 6 11 10† | |
| Saiyedpur Bhitri† | 5 0 10 | 5 0 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sakri | 6 14 10 | 6 14 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Salimpur | 6 7 10† | 6 7 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

‡ These rates apply via Barabanki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Barabanki.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N. W. Ry's terminal charges.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Shahganj.

§ These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a ferry and transhipment charges of Rs. 1-2-2 per ton at Manihari Ghat and Katihar.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 531.

| Stations | Onal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-------------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|--------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Samastipur ... | 6 3 3 | 6 5 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 14 3 | 6 10 3 | Via Mokameh Ghat. (a) |
| Sarae Mir ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Sarayan ... | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 7 13 10 | " |
| Sardarnagar ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | " |
| Sarju ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | " |
| Sarnath† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Savan ... | 7 0 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 4 10 | 7 2 10 | Via Mokameh Ghat. (a) |
| Semapur (c) ... | 5 12 2 | 5 8 2 | 5 5 2 | 5 8 2 | 5 8 2c | 5 12 2 | 5 5 2 | Via Manihari Ghat and Katihar. |
| Shahbazkuli ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Shahpur Patoree ... | 6 3 3 | 6 5 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 12 3 | 6 10 3 | " |
| Shohrat Garh ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | " |
| Sidhwalla ... | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | " |
| Sikta ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 2c | " |
| Silout ... | 6 12 3 | 6 14 3 | 6 14 3 | 6 14 3 | 7 1 3 | 7 5 3 | 7 1 3 | " |
| Simri-Bakhtiyar-pur ... | 6 12 3 | 6 14 3 | 6 14 3* | 6 14 3* | 6 14 3* | 7 3 3* | 6 12 3* | " |
| Siswa Bazar ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | 7 10 3 | 7 9 10 | " |
| Sitalpur ... | 6 14 3 | 7 1 3 | 7 3 3 | 7 3 3 | 7 3 3 | 7 7 3 | 7 5 3 | " |
| Sitamarhi ... | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | " |
| Sonbarsa Kacheri ... | 6 12 3 | 6 14 3 | 6 14 3* | 6 14 3* | 7 1 3* | 7 3 3* | 6 14 3* | " |
| Sonepore ... | 6 12 3 | 6 14 3 | 6 14 3 | 7 1 3 | 7 1 3 | 7 5 3 | 7 1 3 | " |
| Sundhla Mau ... | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | Via Mokameh Ghat. (a) |
| Supaul ... | 7 3 3 | 7 5 3 | 7 5 3* | 7 5 3* | 7 7 2c | 7 7 2c | 7 5 3* | " |
| Suralmanpur ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | " |
| Tahsil Fatehpur ... | 7 9 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | " |
| Tahsil Deoria ... | 6 14 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | 7 0 10 | " |
| Tajpur Dehma ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 6 11 10 | " |
| Tamkuhi Road ... | 7 4 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | " |
| Taraon† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Tarasarai ... | 6 12 3 | 6 14 3 | 7 1 3 | 7 1 3 | 7 3 3 | 7 7 3 | 7 3 3 | Via Mokameh Ghat. (a) |
| Teghra ... | 5 10 3 | 5 12 3 | 5 14 3 | 5 14 3 | 6 1 3 | 6 5 3 | 6 1 3 | " |
| Thawe ... | 7 2 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | 7 4 10 | " |
| Tinich ... | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 9 10 | " |
| Tulsipur ... | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 0 3 | " |
| Ujjarpur ... | 6 3 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | 6 12 3 | 6 7 3 | " |
| Uska Bazar ... | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | " |
| Yusufpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Yadvendranagar (e) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Jaunpur. |

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charge of Rs. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cant. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Benares Cant.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.W. Rys. terminal charges.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Rs. 1-2-2 per ton at Manihari Ghat.

(e) These rates apply via Jaunpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Railway terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Jaunpur.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

B. & N. W. Ry.

| Stations | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route |
|-----------------------------|-----------|------------------------------------|---------------|------------|-----------|-----------|---------------|--------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Samastipur ... | 6 3 3 | 6 3 3 | 6 3 3 | 5 14 3 | 5 14 3 | 5 14 3 | 4 14 3 | Via Mokameh Ghat. (a) |
| Sarae Mir ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Sarayan ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 11 10 | 7 11 10 | " |
| Sardarnagar ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | " |
| Sarju ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | " |
| Sarnath† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Savan ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | Via Mokameh Ghat. (a) |
| Semapur (c) ... | 5 12 2 | 5 14 2 | 5 2 | 6 1 2 | 6 1 2 | 6 1 2 | 6 3 3* | Via Manihari Ghat and Katihar. |
| Shahbazkuli ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Shahpur Patoree ... | 6 3 3 | 6 3 3 | 6 3 3 | 5 14 3 | 5 14 3 | 5 14 3 | 4 14 3 | " |
| Shohrat Garh ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | " |
| Sidhwalla ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 3 3 | " |
| Sikta ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | " |
| Silout ... | 6 10 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 7 3 | 6 7 3 | 5 8 3 | " |
| Simri-Bakhtiyar- pur ... | 6 10 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 5 3 | 6 7 3 | 5 8 3 | " |
| Siswa Bazar ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | " |
| Sitalpur ... | 6 14 3 | 6 14 3 | 6 14 3 | 6 12 3 | 6 10 3 | 6 12 3 | 5 12 3 | " |
| Sitamari ... | 7 5 3 | 7 5 3 | 7 7 2c | 7 3 3 | 7 3 3 | 7 3 3 | 6 5 3 | " |
| Sonbarsa Kacheri ... | 6 12 3 | 6 12 3 | 6 12 3 | 6 7 3 | 6 7 3 | 6 7 3 | 5 10* 3 | " |
| Sonepore ... | 6 10 3 | 6 10 3 | 6 12 3 | 6 7 3 | 6 7 3 | 6 7 3 | 5 8 3 | " |
| Sundhla Mau ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | Via Mokameh Ghat. (a) |
| Supaul ... | 7 3 3 | 7 3 3 | 7 3 3 | 6 14 3 | 6 14 3 | 6 14 3 | 6 3 3 | " |
| Suraimanpur ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 11 10 | 6 14 10 | 6 10 3 | " |
| Tahsil Fatehpur ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | " |
| Tahsil Deoria ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | " |
| Tajpur Dehma ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Tamkuhi Road ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | " |
| Taraon† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | Via Benares Cant. |
| Tarsarai ... | 6 12 3 | 6 12 3 | 6 12 3 | 6 10 3 | 6 7 3 | 6 10 3 | 5 10 3 | Via Mokameh Ghat. (a) |
| Teghra ... | 5 8 3 | 5 8 3 | 5 10 3 | 5 5 3 | 5 3 3 | 5 5 3 | 4 5 3 | " |
| Thawe ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 0 10 | 7 2 10 | " |
| Tinich ... | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | " |
| Tulsipur ... | 7 11 10 | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 10 3 | " |
| Ujjarpur ... | 6 1 3 | 6 1 3 | 6 1 3 | 5 12 3 | 5 12 3 | 5 12 3 | 4 12 3 | " |
| Uska Bazar ... | 7 7 3 | 7 7 3 | 7 7 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | " |
| Yusufpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | " |
| Yadvendranagar (e) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Jaunpur. |

* This rate applies via Bhagalpur and includes the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and ferry and transhipment charges of Re. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Benares Cant.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.W. Ry. terminal charges.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and ferry and transhipment charges of Rs. 1-2-2 per ton at Manihari Ghat.

(e) This rate applies via Jaunpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Jaunpur.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 531.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|----------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|--------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Samastipur ... | 5 1 3 | 5 12 3 | 5 12 3 | 5 14 3 | 5 14 3 | 6 1 3 | 6 1 3 | Via Mokameh Ghat. (a) |
| Sarae Mir ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10b | 6 11 10b | 6 11 10b | 6 11 10b | |
| Sarayan ... | 7 11 10 | 7 9 10 | 7 11 10 | 7 9 10 | 7 9 10† | 7 9 10† | 7 9 10† | |
| Sardarnagar ... | 7 0 10 | 6 14 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | |
| Sarju ... | 7 9 10 | 7 7 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | |
| Sarnath† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Savan ... | 7 0 10 | 6 14 10 | 7 0 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | Via Mokameh Ghat. (a) |
| Semapur (c) ... | 6 5 3* | 6 3 2 | 6 5 2 | 6 6 2 | 6 5 2 | 6 5 2 | 6 5 2 | Via Manihari Ghat and Katihar. |
| Shahbaz Kuli ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Shahpur Patoree ... | 5 1 3 | 5 12 3 | 5 12 3 | 5 12 3 | 5 14 3 | 5 14 3 | 6 1 3 | |
| Shohrat Garh ... | 7 7 3 | 7 7 3 | 7 7 10 | 7 7 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Sidhwalia ... | 7 3 3 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Sikta ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Silout ... | 5 10 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | 6 7 3 | 6 7 3 | |
| Simri-Bakhtiyarpur. | 5 10 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | 6 7 3 | |
| Siswa Bazar ... | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | |
| Sitalpur ... | 5 14 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 12 3 | 6 12 3 | |
| Sitamarhi ... | 6 7 3 | 7 1 3 | 7 1 3 | 7 3 3 | 7 3 3 | 7 3 3 | 7 3 3 | |
| Sonbarsa Kacheri ... | 5 12 3 | 6 5 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 10 3 | Via Benares Cant. |
| Sonepore ... | 5 10 3 | 6 5 3 | 6 5 3 | 6 5 3 | 6 7 3 | 6 7 3 | 6 7 3 | |
| Sundhla Mau ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10† | 7 4 10† | 7 7 10† | |
| Supaul ... | 6 3 3 | 6 12 3 | 6 14 3 | 6 14 3 | 6 14 3 | 6 14 3 | 7 1 3 | |
| Suraimanpur. ... | 6 12 3 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Tahsil Fatehpur. ... | 7 9 10 | 7 7 10 | 7 9 10 | 7 7 10 | 7 7 10† | 7 7 10† | 7 7 10† | |
| Tahsil Deoria ... | 6 14 10 | 6 11 10 | 6 14 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Tajpur Dehma ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Tamkuhi Road ... | 7 4 10 | 7 2 10 | 7 4 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | |
| Taraon† ... | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Tarsarai ... | 5 12 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 7 3 | 6 10 3 | 6 10 3 | Via Mokameh Ghat. (a) |
| Teghra ... | 4 8 3 | 5 3 3 | 5 3 3 | 5 3 3 | 5 3 3 | 5 5 3 | 5 5 3 | |
| Thawe ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Tinich ... | 7 7 3 | 7 4 10 | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | |
| Tulsipur ... | 7 10 3 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | |
| Ujiarpur ... | 4 14 3 | 5 10 3 | 5 10 3 | 5 12 3 | 5 12 3 | 5 14 3 | 5 14 3 | |
| Uska Bazar ... | 7 7 3 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 2 10 | |
| Yusufpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Yadvendranagar (e). | 6 11 10a | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Jaunpur. |

* This rate applies via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Re. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

† These rates apply via Benares Cantt. and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Benares Cant.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Barabanki.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N.W. Ry. terminal charges.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N.W. Ry. terminal charge Re. 0-2-0 per ton and the ferry and transshipment charges of Re. 1-2-2 per ton at Manihari Ghat.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and a transshipment charge of Re. 0-6-10 per ton at Shahganj.

(e) These rates apply via Jaunpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton the B. & N.W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Jaunpur.

* N.B.—For surcharge leviable in addition see notes (i) and (ii) under and "N. B." at page 531.

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampore | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-------------------------|-------------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|-----------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Samastipur ... | 6 3 3 | 6 7 3 | 6 7 3 | 5 5 3 | 5 5 3 | 5 5 3 | 6 5 3 | Via Mokameh Ghat (a). |
| Sarae Mir ... | 6 11 10b | 6 11 10b | 6 11 10b | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sarayan ... | 7 7 10† | 7 7 10† | 7 7 10† | 7 13 10 | 7 13 10 | 7 13 10 | 7 11 10 | |
| Sardarnagar ... | 6 14 10 | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | |
| Sarju ... | 7 7 10 | 7 4 10† | 7 4 10† | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | Via Benares Cant. Via Mokameh Ghat (a). |
| Sarnath† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Savan ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | Via Manihar Ghat and Katihar. |
| Semapur (c) ... | 6 7 2 | 6 12 2 | 6 14 2 | 6 7 3* | 6 7 3* | 6 10 3* | 5 14 2 | |
| Shahbazkuli ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat (a). |
| Shahpur Patoree ... | 6 1 3 | 6 7 3 | 6 7 3 | 5 5 3 | 5 5 3 | 5 5 3 | 6 3 3 | |
| Shohrat Garh ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 9 10 | |
| Sidhwalia ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | |
| Sikta ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Silout ... | 6 10 3 | 6 14 3 | 6 14 3 | 5 14 3 | 5 14 3 | 5 14 3 | 6 12 3 | |
| Simri-Bakhtiyar-pur ... | 6 10 3 | 6 14 3 | 6 14 3 | 5 14 3 | 5 14 3 | 5 14 3 | 6 12 3 | |
| Siswa Bazar ... | 7 2 10 | 7 0 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Sitalpur ... | 6 14 3 | 6 14 10 | 6 14 10 | 6 3 3 | 6 3 3 | 6 3 3 | 6 14 3 | |
| Sitamarhi ... | 7 5 3 | 7 7 3 | 7 7 3 | 6 12 3 | 6 12 3 | 6 12 3 | 7 7 2c | |
| Sonbarsa Kacheri ... | 6 10 3 | 6 14 3 | 7 1 3 | 6 1 3 | 6 1 3 | 6 1 3 | 6 12 3 | Via Benares Cant. |
| Sonepore ... | 6 10 3 | 6 14 3 | 6 14 10 | 5 14 3 | 5 14 3 | 6 1 3 | 6 12 3 | |
| Sundhla Mau ... | 7 4 10† | 7 2 10† | 7 4 10† | 7 9 10 | 7 9 10 | 7 11 10 | 7 9 10 | |
| Supaul ... | 7 1 3 | 7 5 3 | 7 7 2* | 6 7 3 | 6 7 3 | 6 7 3 | 7 3 3 | |
| Suralmanpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 3 | 6 14 3 | 6 14 3 | 6 14 10 | |
| Tahsil Fatehpur ... | 7 7 10† | 7 4 10† | 7 4 10† | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | |
| Tahsil Deoria ... | 6 11 10 | 6 11 10 | 6 11 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | |
| Tajpur Dehma ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Tamkuhl Road ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | |
| Taraon † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |
| Tarsarai ... | 6 12 3 | 7 1 3 | 7 1 3 | 6 1 3 | 6 1 3 | 6 1 3 | 6 14 3 | Via Mokameh Ghat (a). |
| Teghra ... | 5 8 3 | 5 14 3 | 5 14 3 | 4 10 3 | 4 10 3 | 4 12 3 | 5 10 3 | |
| Thawe ... | 6 14 10 | 6 14 10 | 6 14 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | |
| Tinich ... | 7 4 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 10 | |
| Tulsipur ... | 7 9 10 | 7 7 10 | 7 7 10 | 7 10 3 | 7 10 3 | 7 12 3 | 7 13 10 | |
| Ujjiarpur ... | 6 1 3 | 6 5 3 | 6 5 3 | 5 3 3 | 5 3 3 | 5 3 3 | 6 3 3 | |
| Uska Bazar ... | 7 2 10 | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 10 | |
| Yusuffpur ... | 6 11 10 | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Yadvendranagar (e) ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10a | 6 11 10a | 6 11 10a | 6 11 10 | |

† These rates apply via Benares Cant and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Benares Cantt.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Bara Banki.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. & N. W. Rys. terminal charges.

(c) This rate applies via Manihari Ghat and Katihar and includes the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and ferry and transhipment charges of Rs. 1-2-2 per ton at Manihari Ghat.

(b) These rates apply via Shahganj and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton at Shahganj.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. & N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Re. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

(e) These rates apply via Jaunpur and include the E. I. Railway terminal charge of Re. 0-4-0 per ton, the B. & N. W. Railway terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Jaunpur.

N. B.—For surcharge leviable in addition see notes (I) and (II) under "N. B." at page 531.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Samastipur ... | 6 3 3 | 6 3 3 | 6 1 3 | 6 1 3 | 5 14 3 | 6 5 3 | 6 5 3 | Via Mokameh Ghat. (a) |
| Saral Mir ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Sarayan ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | |
| Sardarnagar ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | |
| Sarju ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | |
| Sarnath† ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Benares Cant. |
| Savan ... | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 0 10 | 7 2 10 | Via Mokameh Ghat. (a) |
| Semapur (c) ... | 5 14 2 | 5 14 2 | 5 14 2 | 6 1 2 | 6 1 2 | 6 1 2 | 6 3 2 | Via Manihari Ghat and Katihar. |
| Shahbaz Kuli ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | Via Mokameh Ghat. (a) |
| Shahpur Patoree ... | 6 3 3 | 6 3 3 | 6 1 3 | 6 1 3 | 5 14 3 | 6 3 3 | 6 5 3 | |
| Shohrat Garh ... | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | |
| Sidhwalia ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 2 10 | 7 4 10 | 7 7 3 | |
| Sikta ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Silout ... | 6 10 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 7 3 | 6 12 3 | 6 14 3 | |
| Simri-Bakhtiyar-pur. | 6 10 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 7 3 | 6 12 3 | 6 14 3 | |
| Siswa Bazar ... | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 4 10 | 7 7 3 | 7 7 3 | |
| Sitalpur ... | 6 14 3 | 6 14 3 | 6 12 3 | 6 12 3 | 6 12 3 | 6 14 3 | 7 1 3 | |
| Sitamarhi ... | 7 5 3 | 7 5 3 | 7 5 3 | 7 5 3 | 7 3 3 | 7 7 2c | 7 7 2c | |
| Sonbarsa Kacheri ... | 6 12 3 | 6 12 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 12 3 | 6 14 3 | |
| Sonepore ... | 6 10 3 | 6 10 3 | 6 10 3 | 6 10 3 | 6 7 3 | 6 12 3 | 6 14 3 | |
| Sundhia Mau ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 9 10 | 7 9 10 | |
| Supaul ... | 7 1 3 | 7 3 3 | 7 1 3 | 7 1 3 | 6 14 3 | 7 3 3 | 7 5 3 | |
| Suralmanpur ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | Via Benares Cant. |
| Tahsil Fatehpur ... | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10† | |
| Tahsil Deoria ... | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 6 14 10 | 7 0 10 | |
| Tajpur Dehma ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Tamkuhi Road ... | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 4 10 | 7 7 3 | |
| Taraon † ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Tarsaral ... | 6 12 3 | 6 12 3 | 6 12 3 | 6 10 3 | 6 10 3 | 6 14 3 | 6 14 3 | |
| Teghra ... | 5 8 3 | 5 10 3 | 5 8 3 | 5 8 3 | 5 5 3 | 5 10 3 | 5 12 3 | |
| Thawe ... | 7 2 10 | 7 2 10 | 7 2 10 | 7 2 10 | 7 0 10 | 7 2 10 | 7 4 10 | |
| Tinich ... | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 10 | 7 7 3 | 7 7 10 | 7 9 10 | |
| Tulsipur ... | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | Via Mokameh Ghat. (a) |
| Ujjarpur ... | 6 1 3 | 6 1 3 | 5 14 3 | 5 14 3 | 5 12 3 | 6 3 3 | 6 5 3 | |
| Uska Bazar ... | 7 7 3 | 7 7 10 | 7 7 3 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | Via Jaunpur. |
| Yusufpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Yadvendranagar (e). | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |

† These rates apply via Benares Cant and include the E. I. Ry. terminal charge of Re 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Benares Cant.

‡ These rates apply via Bara Banki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Bara Banki.

(a) These rates apply via Mokameh Ghat and include the E. I. and B. and N. W. Ry. terminal charges.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charges of Re. 1-2-2 per ton at Manihari Ghat.

(e) These rates apply via Jaunpur and include the E. I. Ry. terminal charge of Re 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transhipment charge of Re. 0-6-10 per ton at Jaunpur.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transhipment charge of Re. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

N. B.—For surcharge leviable in addition see notes (I) and (II) under "N. B." at page 531.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route |
|----------------------|-----------|----------------|-------------|-----------|-------------|-----------|-----------|--------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Samastipur ... | 6 11 10 | 6 11 10 | 6 14 3 | 7 3 3 | 7 7 3 | 7 7 3 | 7 4 10 | Via Mokameh Ghat. (a) |
| Saral Mir ... | 6 0 10e | 6 0 10e | 6 11 10e | 6 11 10e | 6 11 10e | 6 11 10e | 6 11 10e | |
| Sarayan ... | 6 11 10† | 6 11 10† | 7 4 10† | 7 7 10† | 7 9 10† | 7 9 10† | 7 4 10† | |
| Sardarnagar ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 14 10† | 6 14 10† | 6 11 10† | |
| Sarju ... | 6 11 10† | 6 11 10† | 7 2 10† | 7 4 10† | 7 7 10† | 7 7 10† | 7 2 10† | |
| Sarnath† ... | 4 9 10 | 4 9 10 | 6 9 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 7 10 | Via Benares Cantt. |
| Savan ... | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 14 10† | 6 14 10 | 6 11 10† | Via Mokameh Ghat. (a) |
| Semapur (c) ... | 7 7 2 | 7 7 2 | 7 2 10§ | 7 2 10§ | 7 7 2 | 7 7 2 | 7 7 2 | Via Manihari Ghat and Katihar. |
| Shahbaz Kuli ... | 5 9 10† | 5 9 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | Via Mokameh Ghat. (a) |
| Shahpur Patoree ... | 6 11 10 | 6 11 10 | 6 14 3 | 7 2 10 | 7 4 10 | 7 2 10 | 7 0 10 | |
| Shohrat Garh ... | 6 11 10† | 6 11 10† | 7 2 10† | 7 2 10† | 7 4 10† | 7 4 10† | 7 2 10† | |
| Sidhwalia ... | 6 11 10† | 6 11 10† | 6 14 10 | 7 0 10 | 7 2 10 | 7 2 10 | 6 14 10† | |
| Sikta ... | 7 0 10 | 7 0 10 | 7 7 3 | 7 7 3 | 7 10 3 | 7 10 3 | 7 11 10 | |
| Slout ... | 6 11 10 | 6 11 10 | 7 2 10 | 7 2 10 | 7 7 3 | 7 4 10 | 7 2 10 | |
| Simri-Bakhtiyarpur. | 7 0 10 | 7 0 10 | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 3 | |
| Siswa Bazar ... | 6 11 10† | 6 11 10† | 7 0 10 | 7 0 10 | 7 4 10† | 7 2 10† | 7 0 10† | |
| Sitalpur ... | 6 11 10 | 6 11 10 | 6 11 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 11 10 | |
| Sitamarhi ... | 7 2 10 | 7 2 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | |
| Sonbarsa Kacheri ... | 7 0 10 | 7 0 10 | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 2c | 7 7 3 | Via Benares Cantt. |
| Sonepore ... | 6 11 10 | 6 11 10 | 6 14 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 14 10 | |
| Sundhia Mau ... | 6 11 10† | 6 11 10† | 7 2 10† | 7 4 10† | 7 7 10† | 7 4 10† | 7 2 10† | |
| Supaul ... | 7 2 10 | 7 2 10 | 7 7 2* | 7 7 2* | 7 7 3 | 7 7 3 | 7 7 3 | |
| Suraimanpur ... | 6 11 10† | 6 11 10† | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10† | |
| Tahsil Fatehpur ... | 6 11 10† | 6 11 10† | 7 2 10† | 7 4 10† | 7 7 10† | 7 7 10† | 7 2 10† | |
| Tahsil Deoria ... | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Telpur Dehma ... | 6 0 10† | 6 0 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Tamkuhi Road ... | 6 11 10† | 6 11 10† | 6 14 10 | 7 0 10 | 7 2 10 | 7 2 10 | 6 11 10† | |
| Taraon† ... | 5 2 10 | 5 2 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |
| Tarsarai ... | 6 14 10 | 6 14 10 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | 7 7 3 | Via Mokameh Ghat. (a) |
| Teghra ... | 6 10 3 | 6 11 10 | 6 7 3 | 6 10 3 | 7 5 3 | 7 7 3 | 7 2 10 | |
| Thawe ... | 6 11 10† | 6 11 10† | 6 11 10 | 6 14 10 | 7 0 10 | 7 0 10 | 6 11 10† | |
| Tinich ... | 6 11 10† | 6 11 10† | 7 0 10† | 7 2 10† | 7 4 10† | 7 4 10† | 7 0 10† | |
| Tulsipur ... | 6 11 10† | 6 11 10† | 7 7 10† | 7 7 10† | 7 9 10† | 7 9 10† | 7 7 0† | |
| Ujarpur ... | 6 11 10 | 6 11 10 | 6 14 3 | 7 1 3 | 7 7 3 | 7 7 3 | 7 4 10 | |
| Uska Bazar ... | 6 11 10† | 6 11 10† | 7 0 10† | 7 0 10† | 7 4 10† | 7 2 10† | 7 0 10† | |
| Yusufpur ... | 5 11 10† | 5 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | 6 11 10† | |
| Yadvendranagar (e). | 5 5 10 | 5 7 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | 6 11 10 | |

† These rates apply via Benares Cantt and include the E. I. Ry. terminal charge of Re 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Benares Cantt.

‡ These rates apply via Barabanki and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Barabanki.

§ This rate applies via Naihati, Amnura and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton at Amnura.

(a) These rates apply via Mokameh Ghat and include the E. I. Ry. and B. & N. W. Railways terminal charges.

(c) These rates apply via Manihari Ghat and Katihar and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charge of Re. 1-2-2 per ton at Manihari Ghat.

(e) These rates apply via Jaunpur and include the E. I. Ry. terminal charge of Re 0-4-0 per ton, the B. and N. W. Ry. terminal charge Re. 0-2-0 per ton and the transshipment charge of Re. 0-6-10 per ton of Jaunpur.

* These rates apply via Bhagalpur and include the E. I. Ry. terminal charge of Re 0-4-0 per ton, the B. and N. W. Ry. terminal charge of Re. 0-2-0 per ton and the ferry and transshipment charges of Re. 1-2-3 per ton at Bhagalpur and Mahadeopur Ghat.

N. B.—For surcharge leviable in addition see notes (I) and (II) under "N. B." at page 531.

ROHILKUND AND KUMAON RAILWAY

1. **Coal, Coke and Patent Fuel—Basis for charge.**—(i) The following are the bases for charge for Coal, Coke and Patent Fuel for the Public and for the use of Railways:—

(a) *Consignments in less than wagon loads.*—These consignments are charged for as full wagon load at the rates shewn below, unless the coal is bagged, in which case it is charged at $\frac{1}{2}$ pie per maund per mile on actual weight, subject to the differential rule and carried at owner's risk.

(b) *Consignments in full wagon loads* at owner's risk, loading and unloading being done by senders and consignees respectively:—

Per md. per mile

(i) For traffic carried for distances 400 miles and under:—

For all distances up to 200 miles inclusive .. 0·165 pie.

Plus for any distance in excess of 200 miles
and up to 400 miles inclusive .. 0·13 „

(ii) For traffic carried for distances over 400 miles:—

For all distances up to 200 miles inclusive .. 0·15 „

Plus for any distance in excess of 200 miles and
up to 400 miles inclusive .. 0·06 „

Plus for any distance in excess of 400 miles 0·05 „

The rate for 401 miles calculated at the scale shown under (ii) will apply differentially to distances less than 401 miles, wherever cheaper.

Transhipment and other charges, wherever due, must be levied in addition to the rates.

2. **Surcharge on Coal, Coke and Patent Fuel.**—A Surcharge of $12\frac{1}{2}$ per cent. of the total freight charges (inclusive of terminals, transhipment, ferry, siding, Out Agency and other extra charges due), subject to a maximum rate of Re. 1-0-0 per ton is levied on all Coal, Coke and Patent Fuel booked from stations on the East Indian and Bengal Nagpur Railways and lines worked by these Railways (except on soft coke), vide para. 10, page 28 of this tariff.

3. **Surcharge cess on soft Coke.**—A surcharge cess of Re. 0-2-0 per ton is levied on soft coke originating at collieries situated in the Provinces of Bengal, Bihar and Orissa, vide paragraph 9, page 27 of this Tariff.

4. **Terminal charge.**—A terminal charge of Re. 0-2-0 per ton is levied by this Railway on Public Coal, Coke and Patent Fuel booked to stations on the Rohilkund and Kumaon Railway.

5. **Minimum distance for charge.**—The minimum distance for charge is 25 miles.

R. & K. Ry.

6. **Minimum weight for charge for the carriage of Coal, Coke and Patent Fuel.**—In through booking with the East Indian Railway, charges will be calculated on the Rohilkund and Kumaon Railway on the minimum weight invoiced by sending stations (*i.e.*, stations on the East Indian Railway) irrespective of the number of wagons used on the Rohilkund and Kumaon Railway.

7. **Out-Agencies.**—Coal, Coke and Patent Fuel from Kathgodam to the following Out-Agencies are charged as under:—

To Naini Tal (in bags only).—Re. 0-4-0 per 10 seers or part thereof plus one anna per package irrespective of weight on account of terminal charge.

To Ranikhet (in bulk or in bags)—Re. 0-6-0 per 10 seers or part thereof.

Bhowali (in bulk or in bags)—Re. 0-2-0 per 10 seers or part thereof.

8. **Routing of Coal via Kasganj.**—Coal, Coke and Patent Fuel from East Indian Railway Colliery stations must not be booked to stations on the Rohilkund and Kumaon Railway, *via* Kasganj (Bombay, Baroda and Central India Railway).

9. **Charcoal.**—(a) Charcoal, O. R. W/200. L., is charged at schedule "C/D" rate.

A wagon terminal of Rs. 2-4-0 per 4-wheeled wagon (Rs. 3-6-0 per 6-wheeled wagon) is levied on charcoal in wagon loads over the Rohilkund and Kumaon Railway in through booking with Foreign Railways from or to stations on the Rohilkund and Kumaon Railway. The special terminal of Re. 0-1-0 per maund for Haldwani and Kathgodam (except in the case of booking between *via* Bareilly and Haldwani and Kathgodam in which case Re. 0-1-4 per maund should be deducted) and the terminal charge of Re. 0-0-4 per maund for other stations on Rohilkhand and Kumaon Railway should be deducted from and the above wagon terminal added to the C/D schedule rates to arrive at the freight charges over the Rohilkund and Kumaon Railway. No deduction is to be made from C/D schedule rates between the following points over the Rohilkund and Kumaon Railway:—

| | | |
|--------------------------|----|----------------------|
| Between via Bareilly and | .. | Shahjahanpur (M. G.) |
| | | Carewganj. |
| | | Lucknow City. |
| | | Aishbagh. |
| | | Daliganj. |
| Between via Lucknow and | .. | Bareilly City. |
| | | Izatnagar. |
| | | Shahamatganj. |

(b) The special rate for charcoal, O. R., W/200., L., from Ramnagar to *via* Moradabad, is Re. 0-2-3 per maund.

10. **New Industrial Area Siding (Metre gauge).**—The New Industrial Area Siding (metre gauge) is connected with Aishbagh station. On Coal, Coke and Patent Fuel booked to this siding, a siding charge of 1·14 pie per maund is levied in addition to the rates to Aishbagh station.

11. **Coal, Coke and Patent Fuel in full wagon loads may be booked to the undermentioned sidings.**—The siding charges leviable are shown against each:—

| Name of siding | Station with which connected | Siding charge leviable |
|-------------------------------------------------|------------------------------|------------------------------------------------------------------|
| Cotton Press siding | .. Kashipur | .. 10 pies per ton in addition to rates to Kashipur. |
| Ditto | .. Ujhani | .. 10 pies per ton in addition to rates to Ujhani. |
| Prem Spinning and Weaving Mills. | Do. | .. Ditto ditto. |
| Indian Wood Product Factory siding. | .. Izatnagar | .. No siding charge is levied. Rates as to Izatnagar apply. |
| Pilibhit Sugar Factory siding | .. Pilibhit | .. No siding charge is levied. Rates as to Pilibhit apply. |
| Kesar Sugar Works Ltd. Siding. | Baheri | .. No siding charge is levied. Rates as to Baheri apply. |
| Neoli Sugar Factory Siding | .. Manpur Nagaria. | No siding charge is levied. Rates as to Manpur Nagaria apply. |
| Prag Sugar Works Siding | .. Kichha | .. No siding charge is levied. Rates as to Kichha apply. |
| Oudh Sugar Mills Ltd. Siding | Hargaon | .. No siding charge is levied. Rates as to Hargaon apply. |
| Hindusthan Sugar Mills Ltd. Siding. | Gola-Gokaran Nath. | No siding charge is levied. Rates as to Gola-Gokaran-Nath apply. |
| Sugar Factory Siding of Messrs. L. H. Brothers. | Pilibhit | .. No siding charge is levied. Rates as to Pilibhit apply. |

12. **Routing of Coal to Sitapur City.**—Coal, Coke and Patent Fuel intended for Sitapur City must be booked by the route over the East Indian Railway.

R. & K. Ry.

The following are the distances between *via* Moradabad, *via* Lucknow, *via* Bareilly and *via* Kasganj and the undermentioned stations:—

| Stations. | Distance. | | | |
|-----------------------------------|--------------------------------|------------------------|-------------------------|------------------------|
| | <i>Via</i> Moradabad. | <i>Via</i> Lucknow. | <i>Via</i> Bareilly. | <i>Via</i> Kasganj. |
| | Miles. From Bhojeeepura. | Miles. | Miles. | Miles. |
| Aishbagh Jn. and <i>via</i> | 185 | 2 | 197 | 261 |
| Lucknow City | 184 | 3 | 195 | 259 |
| Daliganj Jn. and <i>via</i> | 182 | 5 | 194 | 258 |
| Mohibullapur | 180 | 7 | 192 | 256 |
| Bakhshi-Ka-Talab | 174 | 13 | 186 | 250 |
| Itaunja | 168 | 19 | 180 | 244 |
| Ataria | 161 | 26 | 173 | 237 |
| Sidhauli | 153 | 34 | 165 | 229 |
| Kamlapur | 147 | 40 | 158 | 222 |
| Khairabad (Oudh) | 136 | 51 | 147 | 211 |
| Sitapur and <i>via</i> | 132 | 55 | 144 | 208 |
| Jharekapur | 123 | 64 | 134 | 198 |
| Hargaon | 117 | 70 | 128 | 192 |
| Cel | 112 | 75 | 124 | 188 |
| Lakhimpur-Kheri | 104 | 83 | 115 | 179 |
| Phardha | 94 | 93 | 106 | 170 |
| Razaganj | 89 | 98 | 101 | 165 |
| Gola-Gokaran-Nath | 82 | 105 | 94 | 158 |
| Kukra | 76 | 111 | 88 | 152 |
| Mailani | 66 | 121 | 76 | 142 |
| Bhira-Kheri | 76 | 151 | 88 | 152 |
| Palia Kalan | 85 | 140 | 97 | 161 |
| Dudwa | 92 | 147 | 104 | 168 |
| Phulwaria Phanta | 97 | 153 | 109 | 173 |
| Paulaha | 100 | 156 | 112 | 176 |
| Dingania | 103 | 158 | 115 | 179 |
| Gauri Phanta | 100 | 162 | 118 | 182 |
| Sonaripur | 98 | 153 | 110 | 174 |
| Chandan Choki | 100 | 155 | 112 | 176 |
| Rehta Siding | 103 | 158 | 115 | 179 |
| Bellralen | 111 | 166 | 123 | 187 |
| Tikunia | 114 | 169 | 126 | 190 |
| Kaurialaghat | 118 | 173 | 130 | 194 |
| Seramau | 60 | 127 | 72 | 136 |
| Kuriya | 56 | 131 | 68 | 132 |
| Doodhiya Khurd | 52 | 135 | 64 | 128 |
| Puranpur | 46 | 141 | 58 | 122 |
| Shahgarh | 39 | 148 | 51 | 115 |
| Mal | 32 | 155 | 44 | 108 |
| Pilibhit | 24 | 163 | 36 | 100 |
| Pilibhit-Shahjahanpur Extension— | | | | |
| Pauta | 31 | 170 | 43 | 107 |
| Bhopatpura | 36 | 175 | 48 | 112 |
| Sherganj | 41 | 180 | 53 | 117 |
| Bisalpur | 47 | 185 | 59 | 123 |
| Zindpura | 54 | 193 | 66 | 130 |
| Nigohi | 61 | 200 | 73 | 137 |
| Areli | 67 | 206 | 79 | 143 |
| Shahbaznagar | 73 | 212 | 85 | 149 |
| Carewganj | 78 | 217 | 90 | 154 |
| Shahjahanpur (M. G.) | 76 | 214 | 88 | 152 |

| Stations. | Distance. | | |
|--------------------------------------|----------------------------|----------------------------|-------------------------|
| | <i>Via</i> Moradabad. | <i>Via</i> Lucknow. | <i>Via</i> Bareilly. |
| | Miles. | Miles. | Miles. |
| Pilibhit-Barmadeo Extension— | From Bhojepura. | | |
| Neoriya | 34 | 173 | 46 |
| Majhola | 40 | 179 | 52 |
| Khatema | 48 | 187 | 60 |
| Chakarpur | 52 | 191 | 64 |
| Banbassa | 57 | 196 | 69 |
| Tanakpu | 62 | 201 | 74 |
| Baramdeo | 66 | 205 | 78 |
| Shahi | 16 | 171 | 28 |
| Bijauria | 12 | 175 | 23 |
| Saithal | 10 | 179 | 20 |
| | From Moradabad. | | |
| Bhojepura Jn. and via | 107 | 187 | 12 |
| Izatnagar | 115 | 194 | 4 |
| L. B. Section. | | | |
| Shahamatganj | 116 | 196 | 6 |
| Dohna | 110 | 190 | 9 |
| Bareilly City | 118 | 197 | 2 |
| Bareilly-Soron Extension— | From Bareilly. | | |
| Bamiana | 10 | 207 | 8 |
| Makrandpur | 12 | 211 | 12 |
| Ghatpuri | 19 | 218 | 19 |
| Budaun | 27 | 226 | 27 |
| Sheikhupur | 30 | 229 | 30 |
| Ujhani | 35 | 234 | 35 |
| Bitroi | 43 | 242 | 43 |
| Kachhla Ghat | 45 | 244 | 45 |
| Maupur-Nagaria | 50 | 249 | 50 |
| Soron | 55 | 254 | 55 |
| Kasganj City | 63 | 262 | 63 |
| Kasganj Jn. and via* | 64 | 263 | 64 |
| R. & K. Section. | From Moradabad. | From Bhojepura. | |
| Atamanda | 103 | 10 | 16 |
| Deoranian | 98 | 10 | 21 |
| Richha Road | 92 | 15 | 27 |
| Baheri | 88 | 20 | 32 |
| Kichha | 78 | 29 | 41 |
| Lalkua | 67 | 40 | 52 |
| Haldwani | 77 | 50 | 62 |
| Kathgodam and via | 81 | 54 | 66 |
| M. R. L. K. Section. | | | |
| Gularbhoj | 54 | 54 | 66 |
| Bazpur | 44 | 64 | 76 |
| Sarkara | 38 | 69 | 81 |
| Kashipur | 31 | 76 | 88 |
| Ramnagar | 48 | 93 | 105 |
| Aliganj | 24 | 83 | 95 |
| Roshanpur | 18 | 89 | 101 |
| Pipalsana | 12 | 95 | 107 |
| Señal § | 8 | 99 | 111 |
| Got | 4 | 103 | 115 |
| Moradabad and via .. .. . | .... | 107 | 119 |

* Coal, Coke and Patent fuel for Kasganj Junction (not Kasganj City) should be booked to Kasganj, B. B. & C. I. Ry. by the B. B. & C. I. Ry. route. § Closed.

R. & K. Ry.

Table of through rates per ton for **Public Coal, Coke and Patent Fuel**, in full wagon loads, at **Owner's risk** from the undermentioned E. I. Railway Colliery stations to stations on the R. & K. Railway:—

N. B.—The rates for Coal, Coke and Patent Fuel for the use of the R. & K. Railway and other Foreign Railways booked to stations on the R. & K. Railway (not via) are Re. 0-2-0 per ton less than the rates for Public Coal quoted below, as the R. & K. Railway terminal charge is not leviable in such cases.

| Station to | Ondal | Ukhra | Pandaveswar | Samia No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|------------------|-----------|-----------|-------------|-------------|----------------|------------|-----------|----------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Budaon ... | 8 11 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 13 10 | 8 13 10 | Via Bareilly. |
| Chandan Choki | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 11 10 | 8 11 10 | 8 11 10 | Via Lucknow. |
| Kashipur ... | 9 2 10 | 9 2 10 | 9 2 10 | 9 2 10 | 9 2 10 | 9 4 10 | 9 4 10 | Via Moradabad. |
| Kathgodam ... | 9 0 10 | 9 0 10 | 9 0 10 | 9 0 10 | 9 0 10 | 9 2 10 | 9 2 10 | Via Bareilly. |
| Khairabad Oudh | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | 8 0 10 | 8 0 10 | Via Lucknow. |
| Lalkua ... | 8 13 10 | 8 13 10 | 9 0 10 | 9 0 10 | 9 0 10 | 9 2 10 | 9 0 10 | Via Bareilly. |
| Paulaha ... | 8 9 10 | 8 9 10 | 8 9 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 11 10 | Via Lucknow. |
| Phulwaria Phanta | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 11 10 | 8 11 10 | Via Lucknow. |
| Pilibhit ... | 8 9 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 13 10 | 8 13 10 | 8 11 10 | Via Bareilly. |
| Sidhauli ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | 7 13 10 | Via Lucknow. |
| Ujhani ... | 8 11 10 | 8 11 10 | 8 13 10 | 8 13 10 | 8 13 10 | 9 0 10 | 8 13 10 | Via Bareilly. |

| Station to | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhadka | Jainti Siding | Route |
|------------------|-----------|------------------------------|---------------|-----------|-----------|-----------|---------------|----------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Budaon ... | 8 9 10 | 8 9 10 | 8 11 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | Via Bareilly. |
| Chandan Choki | 8 9 10 | 8 9 10 | 8 9 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 7 10 | Via Lucknow. |
| Kashipur ... | 9 0 10 | 9 0 10 | 9 2 10 | 9 0 10 | 9 0 10 | 9 0 10 | 9 0 10 | Via Moradabad. |
| Kathgodam ... | 8 13 10 | 8 13 10 | 9 0 10 | 8 13 10 | 8 13 10 | 8 13 10 | 8 13 10 | Via Bareilly. |
| Khairabad Oudh | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | Via Lucknow. |
| Lalkua ... | 8 13 10 | 8 13 10 | 8 13 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 13 10 | Via Bareilly. |
| Paulaha ... | 8 9 10 | 8 9 10 | 8 9 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 7 10 | Via Lucknow. |
| Phulwaria Phanta | 8 7 10 | 8 7 10 | 8 9 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 7 10 | Via Lucknow. |
| Pilibhit ... | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 7 10 | 8 9 10 | 8 9 10 | Via Bareilly. |
| Sidhauli ... | 7 11 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | Via Lucknow. |
| Ujhani ... | 8 11 10 | 8 11 10 | 8 11 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 11 10 | Via Bareilly. |

These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, R. & K. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton levied at Lucknow, Bareilly or Moradabad.

N. B.—(i) A Surcharge of 12½ per cent. of the total freight charges at these rates subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| Station to | Karnatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|------------------|-----------|------------|-----------|-----------|-----------|-----------|------------|----------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Budaon ... | 8 11 10 | 8 9 10 | 8 9 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 7 10 | Via Bareilly. |
| Chandan Choki | 8 9 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 4 10 | 8 4 10 | 8 4 10 | Via Lucknow. |
| Kashipur ... | 9 2 10 | 9 0 10 | 9 0 0 | 8 13 10 | 8 13 10 | 8 13 10 | 8 13 10 | Via Moradabad. |
| Kathgodam ... | 9 0 10 | 8 13 10 | 8 13 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 11 10 | Via Bareilly. |
| Khairabad Oudh | 7 13 10 | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 9 10 | Via Lucknow. |
| Lalkua ... | 8 13 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 9 10 | 8 9 10 | Via Bareilly. |
| Paulaha ... | 8 9 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 4 10 | 8 4 10 | Via Lucknow. |
| Phulwaria Phanta | 8 9 10 | 8 7 10 | 8 7 10 | 8 4 10 | 8 4 10 | 8 4 10 | 8 4 10 | Via Lucknow. |
| Pilibhit ... | 8 9 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 7 10 | Via Bareilly. |
| Sidhauli ... | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 7 10 | 7 7 10 | 7 7 10 | Via Lucknow. |
| Ujhani ... | 8 11 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | Via Bareilly. |

| Station to | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pachardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|------------------|-------------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|----------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Budaon ... | 8 7 10 | 8 4 10 | 8 4 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 11 10 | Via Bareilly. |
| Chandan Choki | 8 4 10 | 8 2 10 | 8 2 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | Via Lucknow. |
| Kashipur ... | 8 13 10 | 8 11 10 | 8 11 10 | 9 2 10 | 9 2 10 | 9 2 10 | 9 2 10 | Via Moradabad. |
| Kathgodam ... | 8 11 10 | 8 9 10 | 8 9 10 | 9 0 10 | 9 0 10 | 9 0 10 | 9 0 10 | Via Bareilly. |
| Khairabad Oudh | 7 9 10 | 7 7 10 | 7 7 10 | 7 13 10 | 7 13 10 | 7 13 10 | 7 13 10 | Via Lucknow. |
| Lalkua ... | 8 9 10 | 8 7 10 | 8 9 10 | 8 13 10 | 8 13 10 | 9 0 10 | 8 13 10 | Via Bareilly. |
| Paulaha ... | 8 4 10 | 8 2 10 | 8 2 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | Via Lucknow. |
| Phulwaria Phanta | 8 4 10 | 8 2 10 | 8 2 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | Via Lucknow. |
| Pilibhit ... | 8 4 10 | 8 4 10 | 8 4 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 9 10 | Via Bareilly. |
| Sidhauli, ... | 7 7 10 | 7 4 10 | 7 4 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 11 10 | Via Lucknow. |
| Ujhani ... | 8 7 10 | 8 4 10 | 8 7 10 | 8 13 10 | 8 13 10 | 8 13 10 | 8 11 10 | Via Bareilly. |

These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, R. & K. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton levied at Lucknow, Bareilly or Moradabad.

N. B.—(i) A Surcharge of 12½ per cent. of the total freight charges at these rates, subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| Station to | Toposi | Singarai | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Budaon ... | 8 11 10 | 8 11 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 11 10 | Via Bareilly. |
| Chandan Choki | 8 9 10 | 8 9 10 | 8 9 10 | 8 7 10 | 8 7 10 | 8 9 10 | 8 9 10 | Via Lucknow. |
| Kashipur ... | 9 2 10 | 9 2 10 | 9 0 10 | 9 0 10 | 9 0 10 | 9 2 10 | 9 2 10 | Via Moradabad. |
| Kathgodam ... | 8 13 10 | 9 0 10 | 8 13 10 | 8 13 10 | 8 13 10 | 8 13 10 | 9 0 10 | Via Bareilly. |
| Khairabad Oudh | 7 11 10 | 7 13 10 | 7 11 10 | 7 11 10 | 7 11 10 | 7 13 10 | 7 13 10 | Via Lucknow. |
| Lalkua ... | 8 13 10 | 8 13 10 | 8 13 10 | 8 13 10 | 8 11 10 | 8 13 10 | 9 0 10 | Via Bareilly. |
| Paulaha ... | 8 9 10 | 8 9 10 | 8 9 10 | 8 7 10 | 8 7 10 | 8 9 10 | 8 9 10 | Via Lucknow. |
| Phulwaria Phanta | 8 9 10 | 8 9 10 | 8 7 10 | 8 7 10 | 8 7 10 | 8 9 10 | 8 9 10 | Via Lucknow. |
| Pilibhit ... | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 9 10 | 8 11 10 | Via Bareilly. |
| Sidhauli ... | 7 11 10 | 7 11 10 | 7 9 10 | 7 9 10 | 7 9 10 | 7 11 10 | 7 11 10 | Via Lucknow. |
| Ujhani ... | 8 11 10 | 8 11 10 | 8 11 10 | 8 11 10 | 8 9 10 | 8 11 10 | 8 13 10 | Via Bareilly. |

| Station to | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route |
|------------------|-----------|----------------|-------------|-----------|-------------|-----------|-----------|----------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Budaon ... | 7 9 10 | 7 9 10 | 8 4 10 | 8 4 10 | 8 7 10 | 8 7 10 | 8 4 10 | Via Bareilly. |
| Chandan Choki | 7 7 10 | 7 9 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 4 10 | 8 2 10 | Via Lucknow. |
| Kashipur ... | 8 0 10 | 8 0 10 | 8 11 10 | 8 11 10 | 8 13 10 | 8 13 10 | 8 11 10 | Via Moradabad. |
| Kathgodam ... | 7 13 10 | 7 13 10 | 8 9 10 | 8 9 10 | 8 11 10 | 8 11 10 | 8 9 10 | Via Bareilly. |
| Khairabad Oudh | 6 11 10 | 6 11 10 | 7 7 10 | 7 7 10 | 7 9 10 | 7 9 10 | 7 4 10 | Via Lucknow. |
| Lalkua ... | 7 11 10 | 7 11 10 | 8 7 10 | 8 7 10 | 8 11 10 | 8 9 10 | 8 7 10 | Via Bareilly. |
| Paulaha ... | 7 7 10 | 7 7 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 4 10 | 8 2 10 | Via Lucknow. |
| Phulwaria Phanta | 7 7 10 | 7 7 10 | 8 2 10 | 8 2 10 | 8 4 10 | 8 4 10 | 8 2 10 | Via Lucknow. |
| Pilibhit ... | 7 7 10 | 7 7 10 | 8 2 10 | 8 4 10 | 8 7 10 | 8 7 10 | 8 2 10 | Via Bareilly. |
| Sidhauli ... | 6 11 10 | 6 11 10 | 7 4 10 | 7 4 10 | 7 7 10 | 7 7 10 | 7 4 10 | Via Lucknow. |
| Ujhani ... | 7 9 10 | 7 9 10 | 8 4 10 | 8 7 10 | 8 9 10 | 8 7 10 | 8 4 10 | Via Bareilly. |

These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, R. & K. Ry. terminal charge of Re. 0-2-0 per ton and a transhipment charge of Re. 0-6-10 per ton levied at Lucknow, Bareilly or Moradabad.

N. B.—(i) A Surcharge of 12½ per cent. of the total freight charges at these rates subject to a maximum rate of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

NORTH WESTERN RAILWAY.

1. Rate for Coal, Coke and Patent Fuel.—(a) Coal, Coke and Patent Fuel for the Public and for the use of foreign railways in full wagon loads at O. R., L., are charged over this Railway (except over Kalka Simla Section) at the following scales of rates :—

| | Pie per maund per mile. |
|----------------------------------------------------------------------------------|----------------------------|
| (i) For traffic carried for distances 400 miles and under :— | |
| For all distances up to 200 miles inclusive .. | 0·165 |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive | 0·13 |
| (ii) For traffic carried for distances over 400 miles :— | |
| For all distances up to 200 miles | 0·15 |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive | 0·06 |
| Plus for any distance in excess of 400 miles .. | 0·05 |

The rate for 401 miles calculated at the scale of rates shown under (ii) above, will apply differentially to distances less than 401 miles, wherever cheaper.

(b) The rates at railway risk are 20 per cent higher than the above rates.

(c) All rates for coal are quoted on a tonnage basis. To arrive at the rates per ton, the per maund rates at the above scale should first be calculated in decimals according to mileage, decimals of less than 0·5 pie being dropped, and 0·5 pie and above being reckoned as 1 pie in the result. The per maund rates thus arrived at should then be converted into per ton rates, taking 27·22 maunds as equivalent to a ton, fractions of an anna below 6 pies being dropped and 6 pies and above being reckoned as one anna in the result.

(d) **Coal in small lots or consignments of less than a wagon load.**—Coal in these consignments are charged for as a full wagon load, unless the coal is bagged, in which case they are charged over the North Western Railway at first class (·38 pie per maund per mile) rate plus 6 pies per maund terminal in local booking and 3 pies per maund in through booking at railway risk and at $\frac{1}{2}$ pie per maund per mile at owner's risk.

2. Surcharge on Public and Foreign Railway's Coal, Coke and Patent Fuel.—A surcharge of $12\frac{1}{2}$ per cent. of the total freight charges (including of terminals, transshipment, ferry, siding, out-agency and other extra charges due) subject to a maximum rate of Re. 1-0-0 per ton is levied on Coal, Coke and Patent Fuel booked from stations situated on the East Indian and Bengal Nagpur Railways and lines worked by these Railways (except on soft Coke), vide para. 10 page 28 of this Tariff.

Note.—The surcharge notified above is not leviable over the Kalka-Simla Railway Section.

3. Surcharge cess on Soft Coke.—A surcharge cess of Re. 0-2-0 per ton is levied on soft coke originating at Collieries situated in the Provinces of Bengal, Bihar and Orissa, vide para. 9, page 27 of this Tariff.

N.-W. Ry.

4. **Mixed consignments of Hard Coke and Soft Coke or of Soft Coke and Coal.**—The surcharge cess of Re. 0-2-0 per ton and the surcharge of 12½ per cent of the total freight charges at the existing rates subject to a maximum rate of Re. 1-0-0 per ton are leviable on mixed consignments of soft coke and hard coke or of soft coke and coal loaded in the same wagon on the total weight of the consignment on which freight at the existing rate is calculated for the same wagon.

5. **Terminal.**—A receiving end terminal charge of Re. 0-2-0 per ton is levied by the North Western Railway on coal, coke and patent fuel (for the public and for the use of Foreign Railways) booked from stations on the E. I. and Foreign Railways to stations on this railway.

This terminal charge is, however, not levied on cross traffic over the North-Western Railway and also in booking from foreign lines to North-Western Railway joint stations in cases in which the North-Western Railway do not form part of the route on which charges are based.

6. **Handling charge.**—Loading and unloading must be done by the senders and consignee. When consignments are loaded or unloaded by the Railway, an extra charge of Re. 0-9-1 per ton for each operation will be levied.

7. (i) **Transshipment charges.**—A charge of Re. 0-4-6 per ton will be levied on account of transshipment at Kalka, Kohat Cantt., Larkana, Jacobabad, Khanai, Mari Indus and Pathankot, on coal, coke and patent fuel in full wagon loads booked *via* these Junctions to stations on the Kalka-Simla, Kohat-Thal, Larkana-Dodapur, Jacobabad-Kashmor, Zhob Valley, Mari Indus-Kalabagh-Bannu, Laki-Pezu-Tank-Manzai and Kangra Valley Railways respectively.

(ii) This Railway levy a transshipment charge of Re. 0-2-3 per ton on coal, coke, and patent fuel booked *via* Delhi Serai Rohilla (metre gauge for B. B. & C. I. Railway), *via* Hissar, *via* Kotkapura and *via* Fazilka, in addition to the transshipment charge levied by the other railways at these junctions.

(iii) A transshipment charge of Re. 0-4-6 per ton is levied by this railway at the following junctions, having a break of gauge, *viz.*, at Hyderabad (Sind), at Bhatinda and at Delhi Shahdara and Saharanpur (for S. S. L. Railway stations) on consignments of coal, coke and patent fuel booked *via* these junctions, the other railways forming these junctions not levying any transshipment charge in addition.

(iv) These transshipment charges are not levied on Loco. Coal for the North Western Railway, and on Loco. coal for the Bombay, Baroda and Central India Railway (when booked *via* metre gauge Junctions of the B. B. & C. I. Railway with the N. W. Railway), also on Loco. coal for the Bikaner State Railway booked *via* Bhatinda only.

Note.—The transshipment charges levied at Bhatinda, Kotkapura, Delhi-Sarai-Rohilla, Delhi Shahdara, Saharanpur (in through booking with S. S. L. Ry.) and at Hyderabad (Sind) must be shown separately from freight charges on invoice.

8. **Charge on consignments of more than one wagon.**—In cases where consignments consist of more than one wagon, charge is made on actual weight, subject to the aggregate minimum charge laid down for the class of wagons supplied.

9. **Kalka-Simla Section.**—Over the Kalka-Simla Section of the North Western Railway, coal, coke and patent fuel are charged at the first class rate. The distance or charge is four times the actual distance.

N.-W. Ry.

(a) The special rate for coal, coke and patent fuel O. R., C. C., L. from Kalka to Simla is Rs. 10-5-0 per ton. The rate also applies differentially to stations short of Kalka, wherever cheaper.

• (b) In booking from stations on the North Western Railway and *via* to Simla, the charge calculated on the distance from the despatching station up to Kalka (excluding the terminal charge of Re. 0-2-0 per ton) should be added to the special rate of Rs. 10-5-0 per ton from Kalka to Simla, the transshipment charge of Re. 0-4-6 per ton at Kalka being also added. Similar method should also be applied in the case of rates to other stations on the Kalka-Simla Section.

(c) The following are the distances for charge and calculated rates per ton for coal, coke and patent fuel from Kalka to stations on the Kalka-Simla Section, exclusive of the transshipment charge at Kalka :—

| Station to | Distance for charge. | Rate per ton. | Station to | Distance for charge. | Rate per ton. |
|-------------------|----------------------|---------------|---------------------|----------------------|---------------|
| | Miles. | Rs. a. p. | | Miles. | Rs. a. p. |
| Taksal* | .. | .. | Salogra | 131 | 7 3 0 |
| Gumman* | .. | .. | Kanda Ghat | 145 | 7 15 0 |
| Koti* | .. | .. | Kanoh* | 162 | 8 15 0 |
| Jabli* | 53 | 3 6 0 | Kathlee Ghat* | 180 | 9 12 0 |
| Sonwara* | .. | .. | Shoghi | 194 | 10 5 0† |
| Dharampore Punjab | 82 | 4 8 0 | Tara Devi | 211 | 10 5 0† |
| Kumarhatti | 97 | 5 6 0 | Jutogh | 223 | 10 5 0† |
| Barogh | 105 | 5 13 0 | Summer Hill (Simla) | 231 | 10 5 0† |
| Solon | 115 | 6 6 0 | | | |
| Solon Brewery | 125 | 6 15 0 | Simla | 238 | 10 5 0† |

* Not open for through traffic.

† These rates apply at O. R., C. C., L.

Note.—A transshipment charge of Re. 0-4-6 per ton is to be levied in addition to these rates.

(d) Coal, coke and patent fuel, O. R. between Dharampur station and Kasaul and Sabathu out-agencies are charged at Re. 0-3-6 per maund.

(e) Coal, coke and patent fuel, O. R., between Havelian station and Abbottabad and Manshera out-agencies are charged as under :—

| | | |
|----------------|------------------------|-------------------------|
| | Abbottabad Out-agency. | Manshera Out-agency. |
| In small | .. Re. 0-2-3 per maund | .. Re. 0-3-9 per maund. |
| In wagon loads | .. Rs. 3-13-0 per ton | .. Rs. 6-6-0 per ton. |

10. List of sidings.—A list of the Railway and Military sidings on the North Western Railway are shown below. Coal, coke and patent fuel in full wagon loads may be booked through to these sidings. The charges leviable are shown against each item.

| Name of siding. | Name of railway station from which the siding takes off. | Charges to be levied over the siding. | Remarks. |
|-----------------------------------|----------------------------------------------------------|------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| Railway sidings— Fuleli Bunder | Hyderabad (Sind). | Rates to be calculated on the actual through distance. | The actual distance from Hyderabad (Sind) to Fuleli Bunder siding is one mile. |
| Meerut City Mandi | Meerut City | Rs. 2-4-0 per 4-wheeled wagon in addition to the rates to Meerut City. | |
| Kensington | Jamrud | Rs. 5-0-0 per 4-wheeled wagon loaded. | The siding charge must be shown separately on invoices. |
| Engineering Bund Siding. | Chenab West Bank. | Ditto | Ditto. |
| Customs Siding* | Zahidan | Ditto | Ditto. |

* Not open for coal traffic.

| Name of siding. | Name of Railway Station from which the siding takes off. | Charges to be levied over the siding. | Remarks. |
|--------------------------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Railway sidings— (Contd.) | | | |
| Quarry siding .. | Rohri .. | Rs. 2-0-0 per wagon. | The charges over the siding to be recovered from parties not connected with the Railway. |
| Adamsha Goods Office. | Sukkur (Stores Yard.) | Freight charges are calculated on the actual distance—one mile being added to the distance to or from Sukkur. | For receipt of Railway Materials and Stores consigned to or from Railway Officials. |
| Inverarm Tunnel .. | Simla .. | Rs. 2-8-0 per 4-wheeled wagon. | Consignments to be invoiced to Simla. The siding charge will be recovered locally. |
| Shanon .. | Joginder-Nagar. | Rs. 3-0-0 per 4-wheeled wagon. Rs. 4-8-0 per 6-wheeled wagon. Rs. 6-0-0 per bogie wagon. | Traffic for Hydro-Electric Branch (P. W. D.) is dealt with. The siding charge will be recovered locally. |
| Sargodha Factories* | Sargodha .. | Rs. 5-0-0 per ordinary loaded wagon and Rs. 10-0-0 per bogie loaded wagon in addition to the rate to Sargodha station. | The following are the names of the factories in the Sargodha Factories siding— 1. Chandchal Singh Kartar Singh. 2. Lal Singh Mohar Singh. 3. Japan Cotton Trading Co., Ltd. 4. Grnesh Cotton Factory (Gosho Kabushiki Kaisha, Ltd.) 5. Loku Ram Lal Singh. 6. Islam Din, Ahmed Din Factory. (Messrs. Toyo Menka Kaisha, Ltd. Agency, The Oriental Cotton Trading Co., Ltd. and Messrs. Forbes, Campbell & Co., Ltd.) 7. Messrs. Volkart Brothers Factory. 8. The Merchants Mohan Flour Mill, Ltd. 9. Sujan Singh & Sons, Proprietor Bhagwant Cotton Factory. 10. Kishen Singh, Bhagwan Singh Harbans Cotton Factory. 11. Messrs. Param Singh Amar Singh. 12. Sargodha Electric Supply Co. 13. The Punjab National Bank Ltd., Sargodha. 14. Messrs. Gopal Singh Mohinder Singh. |
| Storespura .. | Lahore .. | Same charge as for Lahore. | Traffic intended for Controller of Stores, North Western Railway, may be booked to this siding. |
| Loco. Shed Siding .. | Lahore .. | Rs. 5 pe. 4-wheeled wagon loaded. | For booking of Ashes in wagon loads. |

* Closed.

| Name of siding. | Name of Railway station from which the siding takes off. | Charges to be levied over the siding. | Remarks. |
|-----------------------------------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------------|----------|
| Military Sidings— Remount Depot .. Military Department | Saharanpur .. Jhelum .. | Rs. 5-0-0 per vehicle in addition to the freight charge to the station serving the siding. | |
| Rest Camp .. Military coal .. M. E. S. Power House Transport .. | Ambala Cantt. | | |
| Arsenal .. | Ferozepore Cantt. | | |
| Ordnance .. R. E. Field Park .. | | | |
| Mechanical Transport Medium Repair Shops. Grass Farm .. | Peshawar Cantt. | | |
| Supply .. Military Forwarding Officer. Grass Farm .. | Bannu | | |
| Supply and Trans- port † Arsenal † .. | Rawalpindi .. | | |
| Dairy Farm .. Bomb Store .. | | | |
| Base Camp .. Ice Factory .. | Tank .. | | |
| Central Mechanical Transport. | | | |
| Vehicle Reserve Depot. | Chak Lala .. | | |
| Military Grass Farm E. F. Park .. | Amritsar .. Kalabagh .. | | |
| Supply .. Petrol Depot .. Ordnance .. | Mari Indus .. | | |
| Supply .. Base Engineering Park. † | Kohat Cantt. .. Lahore Cantt. .. | | |
| Aircraft Park .. Ordnance Depot † .. | Moghalpura .. " .. | | |
| Supply Depot .. Petrol Depot .. No. 1 Reserve Base Supply Depot .. | " .. " .. " .. " .. | | |
| Airship Depot .. | Drig Road .. | | |
| Bomb Store .. Petrol .. Arsenal (Ordnance) Mobilization .. | " .. " .. " .. Chaman .. | | |

† Invoices issued to these sidings must be given serial numbers independent of those of Invoices issued to stations serving these sidings.

N. W. Ry.

| Name of siding. | Name of Railway station from which the siding takes off. | Charges to be levied over the siding | Remarks. |
|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------------|----------|
| Military Sidings— (Contd.) | | | |
| Petrol .. Rations .. | } Harnai .. | Rs. 5-0-0 per vehicle in addition to the freight charge to the station serving the siding. | |
| Troop Siding .. Fuel and Cattle Depot | Multan Cantt. .. Ruk | | |
| New Military Grass Farm. † | } Quetta .. | | |
| Quetta Cantt. † Ammunition † .. | | | |
| Supply Reserve "G" Supply Depot. † Engineering Field Park or A. E. Park. † Clothing Depot † .. | | | |
| Arsenal † .. Lower Construction Siding. | | | |
| Upper Construction Siding. Local Supply and Transport. † | | | |
| M. E. S. .. Supply .. | } Manzai .. | | |
| Rest Camp .. Selimgarh .. Grass Farm .. | Karachi Cantt. .. Delhi .. Sibi .. | | |
| Grass Farm .. Clothing Group .. | } Rawalpindi .. | | |
| Mobilization .. E. F. Park .. | Peshawar City .. Kohat Cantt. .. | | |
| Commisariat .. Mobilization .. | } Nowshera .. | | |
| Mobilization .. Bowser Tanks .. | } Thal .. | | |
| Commissariat .. | Kiamari .. | | |

† Invoices issued to these sidings must be given serial numbers independent of those of invoices issued to stations serving these sidings.

11. Sidings for Merchants or Government (other than Military) Department on the North Western Railway.—The following is a list of sidings for merchants or Government (other than Military) Department at which only wagon loads can be dealt with. Invoices should be issued to and from the Railway Station from which the siding takes off. The name of the siding into which the wagon should be shunted, should be recorded on the wagon card label prepared at the forwarding station. Consignors should endorse Forwarding Notes accordingly. Charges for shunting

wagons over the sidings will be recovered locally and should not be shewn on the invoices :—

Note.—When wagons are hauled over a siding leading to a private mill or factory which is worked by or is under the control of the Military Department, the Military Siding charge of Rs. 5-0-0 per loaded vehicle will apply to wagons containing military traffic booked under credit notes. For all other traffic carried over such siding, charges should be recovered locally.

| Name of Railway Station from which the Siding takes off. | Name of siding. | To whom goods can be booked. |
|----------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------|
| Ambala Cantt. | Banarsi Das Flour Mills | L. Banarsi Das. |
| Ambala City | Nahan Foundry | Proprietor, Nahan Foundry. |
| Do. | Upper India Glass Works | The Upper India Glass Works, Ltd. |
| Amritsar | Banktेशwar Cotton Mills | Proprietor, Banktेशwar Cotton Mills Company. |
| Do. | Guru Ram Dass Cotton Mills | Guru Ram Dass Cotton Mills or Messrs. Jawahar Singh Sundar Singh Babbar. |
| Do. | Oriental Carpet Factory | Western India Match Co. Ltd. The Oriental Carpet Manufacturers (India), Ltd. |
| Do. | The Amritsar Sugar Mills Co. | The Amritsar Sugar Mills Co. |
| Do. | Public Works Department's Workshop (Irrigation Branch). | P. W. Department Official. |
| Do. | Jawla Flour Mills | Messrs. Dhanpat Mal Jawa Dass. |
| Arain Road | Lloyd Barrage and Canal Construction. | P. W. D. Officials. |
| Arifwala | Public Works Department | P. W. Department Officials. |
| Badami Bagh | Messrs. Gulzarimal Ram Chand Flour Mills. | Messrs. Gulzarimal Ram Chand. |
| Do. | Kuldip Oil Mills | Proprietor, Kuldip Oil Mill or R. B. Benarsi Dass. |
| Do. | Mokand Iron Works | Messrs. Mokand Lall & Sons. |
| Begamabad | Modi Sugar Mills | The Modi Sugar Mills Ltd. |
| Bagarji | Public Works Department | P. W. Department Officials. |
| Begmonji | Ditto | Ditto. |
| Bahawalnagar | Bahawalpur State | Sub-divisional Officer, Bahawalnagar Sub-division. Bahawalnagar. |
| Bhatinda | Flour Mills | Patiala State Bank. |
| Chak Jhumra | Cotton Ginning Factory | Central Bank of India, Ltd. |
| Changa Manga | Forest Department | Public Works Department Officials and Timber Merchants. |
| Chichawatni Road | Forest Department | Forest Department Officials. |
| Daurala | Sugar Factory | Proprietor, Sugar Factory. |
| New Delhi* | Delhi Bara-Khamba | Public Works Department. |
| Deoband | Ganga Sugar Works | Messrs. Ganga Sugar Mills. |
| Dera Nawab | Public Works Department (Irrigation Branch). | Public Works Department Officials. |
| Dhariwal | Egerton Woollen Mills | Manager, New Egerton Woollen Mills Company. |
| Faridkot | Grain Elevator | Faridkot State Officials. |
| Ferozepore City | Peoples Flour Mills | Proprietors People's Flour M |

* Invoices should be issued direct to or from the siding and a siding charge of Rs. 1-8-0 per 4-wheeler, Rs. 2-4-0 per 6-wheeled wagon and Rs. 3-0-0 per 8-wheeled wagon should be invoiced in addition to charges to or from New Delhi. This siding is open only for consignments intended for use in Government Works and booked to P. W. D. Contractors doing Government works.

N.-W. Ry.

| Name of Railway Station from which the siding takes off. | Name of siding. | To whom goods can be booked. |
|----------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| Husainiwala | Public Works Department (Irrigation Branch). | P. W. Department Officials. |
| Hyderabad (Sind) .. | Messrs. Edulji Dinshaw .. | Messrs. Edulji Dinshaw. |
| Hyderabad (Sind) .. | David Sassoon & Co. .. | Messrs. David Sassoon & Co. |
| Jacobabad | K. B. Patel's Bhoosa .. | Military Grass Farms, Quetta. K. B. Patel. The Tata Iron and Steel Co., Ltd. |
| Jallo | The Jallo concern, Punjab | The Manager, Jallo Resin Factory. The Punjab Steel Metal Works. Messrs. B. R. Harman and Mohatta & Co. |
| Jagadhri | Shree Gopal Paper Mills and Messrs. Shree Gopal Paper Mills | Shree Gopal Paper Mills and Messrs. Shree Gopal Paper Mills. |
| Do. | Saraswati Sugar Mills .. | Saraswati Sugar Co., Ltd. |
| Jammu (Tawi) | Irrigation Department .. | Irrigation Department Officials, Punjab Government. |
| Janvri | Public Works Department .. | P. W. Department Official. |
| Jhelum | M. Hayat & Sons .. | Messrs. M. Hayat & Sons. |
| Do. | Kashmir Timber Depot .. | The Divisional Forest Officer Jammu and Kashmir State. |
| Jullundur City | P. W. D. (Hydro-Electric Branch). | P. W. Department Official. |
| Kandaghat | Patiala Durbar | Patiala Government Officials. |
| Kandiaro Road | Public Works Department .. | Public Works Department. |
| Khai Phmeki | Public Works Department (Irrigation Branch). | P. W. Department Official. |
| Khatauli | Upper India Sugar Mills, Ltd. | Messrs. Upper India Sugar Mills, Ltd. |
| Lahore* | Asmuttaullah Cotton .. | Messrs. Seth Fateh Chand Gopal Das. |
| Do. | Lahore Cotton Mills .. | Lahore Cotton Mills. |
| Lahore Cantt. | Mool Chand's Saltpetre Factory. | Proprietor, Mool Chand's Saltpetre Factory. |
| Do. | Public Works Department .. | Public Works Department. |
| Do. | R. B. Ganga Ram's Ice Factory. | Messrs. Callender's Cable and Construction Co., Ltd. Proprietor, R. B. Ganga Ram's Ice Factory. |
| Lodhran .. .. | .... | .... |
| Lyalpur | Cloth Mills | The Delhi Cloth and General Mills, Ltd. |
| | Clement Robson | Messrs. Clement Robson & Co. and Messrs. Owen Roberts & Co. |
| | Ganesh Flour Mill | Ganesh Flour Mills. |
| Mansurpur | Sugar Factory | Messrs. Upper Jumna Swadeshi Sugar Mills Co., Ltd. |
| Meerut City | Jaswant Sugar Mills .. | Seth Nanak Chand, Government Contractor. |
| Moghalpura | Public Works Department (Hydro-Electric Branch). | P. W. Department Officials. The Lahore Industrial Co., Ltd. The Punjab Oil Syndicate. |
| Montgomery | Japan Cotton Trading Factory | Japan Cotton Trading & Co. |
| Do. | R. B. Dhanpat Rai Jwala Ram's Factory. | R. B. Dhanpat Rai Jwala Ram. |
| Multan City | Flour Mills | Managing Director, Flour Mills. |

* Ashes in wagon Loads may be booked to Loco. Shed Siding at Lahore. A siding charge of Rs. 5-0-0 per 4-wheeled wagon should be levied in addition to the rate to Lahore station.

| Name of Railway Station from which the siding takes off. | Name of siding. | To whom goods can be booked. |
|----------------------------------------------------------|--------------------------------------------------------------|----------------------------------------------|
| New Delhi | Delhi Iron Syndicate .. | Messrs. Delhi Iron Syndicate. |
| Okara | R. B. Ganga Ram's Factory .. | R.B. Sir Ganga Ram's Factory. |
| Do. | Edulji Dinshaw Cotton Factory. } | Edulji Dinshaw. |
| | | Messrs. Bakshi Brij Lal Nand Lal. |
| Pathankot | P. W. D. (Hydro-Electric Branch). | P. W. D. Officials. |
| Phagwara | Tagatjit Sugar Mills .. | Messrs. Tagatjit Sugar Mills Co., Ltd. |
| Raewind | Cotton Press | Proprietor, Cotton Press. |
| Rahwali | The Gujranwala Sugar Mills | The Gujranwala Sugar Mills Co., Ltd. |
| | | Messrs. Ghakimal Hukam Ghand. |
| | | Messrs. Ram Krishen Brij Lal. |
| Rawalpindi | Murree Brewery & Co. .. | Manager, Murree Brewery Co. |
| Do. | The Rawalpindi Electric Power Co. | The Rawalpindi Electric Power Co. |
| Do. | Attock Oil Company .. | Attock Oil Company. |
| Rohana Kalan | Sugar Factory | The Amritsar Sugar Mills Co., Ltd. |
| Rohri | Lloyd Barrage and Canal Construction (P. W. D., Irrigation). | P. W. D. Officials. |
| Do. | Sutlej Valley Project (P. W. D., Punjab). | P. W. D. Officials. |
| Saharanpur | Hari Kishen Das, Steam-roller Flour Mills. | Messrs. Seth Devi Chand and Sons. |
| Do. | Straw Board Mill .. | The Straw Board Manfg. Co., Ltd. |
| Do. | Tobacco Manufacturers .. | The Tobacco Manufacturers (India), Ltd. |
| Sakhoti Tanda | Diwan Sugar Mills .. | Proprietor, Diwan Sugar Mills. |
| Sambrial | Public Works Department (Irrigation Branch). | Public Works Department Officials. |
| Sangjani | The Sangjani Stone Co. .. | The Sangjani Stone Co. |
| Sangla Hill | Irrigation Branch Quarries .. | P. W. D. Irrigation Department Officials. |
| Shahdara | Punjab Cotton Press Company. | Manager, Pioneer Flour Mills. |
| Do. | The Lahore Electric Supply Co. | The Lahore Electric Supply Co. |
| Shikarpur | Century Flour Mills .. | Proprietor, Century Flour Mills. |
| Do. | Nebhan Das, Tek Chand Cotton and Wool Factory. | Messrs. Nebhan Das Tek Chand. |
| Sonepat | Punjab Sugar Corporation .. | Messrs. Ganesh Flour Mills Co., Ltd. |
| Subzimandi | Delhi Flour Mills .. | Delhi Flour Mills. |
| Sukkur | Public Works Department .. | Public Works Department Officials. |
| Tando Adam | Ralli Brothers | Messrs. Ralli Brothers. |
| Do. | Manghanmal Wadhmal Press | Manghanmal Wadhmal. |
| Trag | Makerwal | Messrs. Ishar Dass, Kapur & C. Bevan Petman. |
| Verka | P. W. D. (Hydro-Electric Branch.) | P. W. D. Officials. |
| Wah | Punjab Portland Cement .. | Punjab Portland Cement Limited. |
| Do. | Wah Stone and Lime Quarry Co. | Wah Stone and Lime Quarry Co. |

Note.—For sidings at Karachi City, see page 588.

N.-W. Ry.

12. **Trucks not suitable for loading coal.**—The following N. W. Railway trucks owing to their low cubic capacity, are not suitable for loading coal and should, therefore, not be utilized for this purpose :—

| Serial numbers of vehicles. | | Serial numbers of vehicles. | |
|-----------------------------|--------------|-----------------------------|--------------|
| 281 to 290 | 2612 | 2752 | 2885 |
| 1577 to 1585 | 2623 | 2759 | 2887 |
| 1600 to 1614 | 2630 | 2762 | 2889 |
| 1621 to 1637 | 2632 | 2766 | 2892 |
| 1701 | 2654 | 2771 | 2910 to 3000 |
| 1703 to 1724 | 2657 | 2773 | 9161 to 9230 |
| 1726 to 1729 | 2658 | 2779 | 9232 to 9246 |
| 1976 | 2663 | 2782 | 9249 to 9251 |
| 1989 | 2672 | 2785 to 2788 | 9253 |
| 2033 | 2673 | 2791 | 9255 |
| 2077 | 2677 to 2679 | 2793 | 9259 |
| 2150 to 2177 | 2684 | 2799 | 9262 to 9277 |
| 2179 to 2188 | 2687 | 2801 | 9279 to 9290 |
| 2190 to 2217 | 2695 | 2802 | 3069 |
| 2219 to 2221 | 2714 | 2806 | 3100 to 3406 |
| 2223 to 2234 | 2715 | 2808 | 3418 to 3481 |
| 2236 to 2241 | 2719 | 2817 | 3514 to 3540 |
| 2243 | 2720 | 2825 | 4836 to 4866 |
| 2246 | 6007 to 6012 | 2829 | 5446 to 5450 |
| 2249 | 6014 | 2832 | 5452 |
| 2255 | 6016 | 2833 | 5453 |
| 2283 | 6021 | 2836 to 2838 | 5456 |
| 2292 | 6022 | 2840 | 5457 to 5460 |
| 2318 | 6025 | 2845 | 5464 |
| 2320 | 6031 | 2851 | 5466 |
| 2346 | 6033 | 2854 | 5482 |
| 2360 | 2728 | 2858 | 5484 |
| 2361 | 2731 | 2860 | 5486 to 5489 |
| 2370 to 2501 | 2734 | 2865 | 5492 |
| 2530 to 2577 | 2735 | 2868 | 5493 |
| 2607 | 2745 | 2875 | 5496 |
| 2609 | 2749 | 2881 | 5498 |

Serial numbers of vehicles.

| | |
|----------------|--------------|
| 5499 | 5592 |
| 5503 | 5594 to 5596 |
| 5508 | 5598 |
| 5509 | 5601 |
| 5512 | 5602 |
| 5513 | 5610 to 5612 |
| 5516 to 5518 | 5614 to 5623 |
| 5521 | 5625 |
| 5524 | 5626 |
| 5530 | 5628 |
| 5531 | 5630 to 5634 |
| 5532 | 5636 to 5640 |
| 5540 | 5642 |
| 5543 | 5643 |
| 5547 | 5646 to 5649 |
| 5550 to 5552 | 5651 |
| 5554 | 5652 |
| 5556 | 5658 to 5660 |
| 5557 | 5662 |
| 5559 | 5664 to 5668 |
| 5561 to 5564 | 5669 |
| 5571 | 5671 |
| 5572 | 5672 |
| 5575 to 5579 | 5674 |
| 10238 to 10247 | 5676 |
| 10249 to 10252 | 5677 |
| 10254 to 10256 | 5679 |
| 10258 to 10267 | 5681 |
| 10269 | 5682 |
| 10271 | 5685 |
| 10272 | 5686 |
| 10274 to 10287 | 5687 |
| 5582 | 5689 |
| 5585 | 5690 |
| 5588 | 5691 |
| 5591 | 5697 to 5699 |

Serial numbers of vehicles.

| | |
|----------------|----------------|
| 6001 | 8466 to 8565 |
| 6003 | 8668 to 8683 |
| 11836 | 8697 to 8731 |
| 11838 | 8733 to 8750 |
| 11840 | 8752 |
| 11842 | 8753 |
| 11845 | 8756 |
| 11847 | 8758 |
| 11848 | 8760 to 8768 |
| 11852 to 11854 | 8770 to 8775 |
| 6035 to 6039 | 8777 to 8783 |
| 6041 to 6043 | 8785 |
| 6046 | 8800 to 8880 |
| 6047 | 8882 to 8886 |
| 6049 | 8888 to 8970 |
| 6050 | 8978 to 8980 |
| 6053 | 8982 to 9013 |
| 6056 | 9015 to 9033 |
| 6057 | 12016 to 12018 |
| 6059 to 6061 | 12020 |
| 6064 | 12021 |
| 6065 | 12023 |
| 6068 | 12027 |
| 6071 | 12029 to 12035 |
| 6074 to 6077 | 9292 |
| 6079 to 6083 | 9293 |
| 6086 to 6088 | 9296 |
| 6094 | 9297 |
| 6094 to 6098 | 9299 to 9313 |
| 6102 to 6178 | 9315 to 9317 |
| 6190 | 9320 to 9326 |
| 6193 to 6196 | 9328 to 9330 |
| 6202 | 9332 |
| 6249 | 9333 |
| 6250 | 9337 |
| 6280 | 9339 |

Serial Numbers of vehicles.

| | |
|----------------|------------------|
| 9341 to 9357 | 12052 to 12055 • |
| 9359 to 9362 | 12057 |
| 9369 to 9388 | 10299 to 10331 |
| 9390 to 9400 | 10333 |
| 9402 to 9411 | 10334 |
| 9413 to 9417 | 10336 to 10346 |
| 9429 | 10348 to 10368 |
| 9445 | 10370 to 10380 |
| 9456 | 10382 to 10387 |
| 9463 | 10389 to 10399 |
| 9467 to 9518 | 10410 to 10423 |
| 9520 to 9524 | 10425 |
| 9528 to 9538 | 10431 |
| 9542 | 10433 to 10438 |
| 9548 | 10440 to 10447 |
| 9551 to 9555 | 10449 to 10461 |
| 9563 | 10463 to 10465 |
| 9565 to 9573 | 10469 |
| 9575 to 9579 | 10770 to 10774 |
| 9581 to 9590 | 10776 |
| 9599 to 9682 | 10777 |
| 9684 to 9703 | 10779 to 10805 |
| 9705 to 9710 | 10808 to 10838 |
| 9718 to 9905 | 10852 |
| 9908 to 10021 | 10855 |
| 10025 to 10029 | 10858 to 10860 |
| 10035 to 10095 | 10866 |
| 10102 | 10867 |
| 10104 to 10206 | 10871 |
| 10208 to 10233 | 10872 |
| 10235 | 10885 |
| 12039 | 10886 |
| 12041 | 10893 |
| 12045 | 10915 |
| 12048 | 10922 |
| 12049 | 10925 to 10929 |

Serial numbers of vehicles

| | |
|-----------------|----------------|
| 10932 | 11913 |
| 10940 and 10942 | 11916 |
| 10943 | 1917 |
| 10950 | 11920 to 11922 |
| 10997 to 11000 | 11925 |
| 11005 to 11015 | 11927 |
| 11020 to 11029 | 11930 |
| 11034 | 11932 |
| 11226 to 11270 | 11935 to 11939 |
| 11391 to 11734 | 11942 to 11944 |
| 11736 to 11834 | 11946 to 11951 |
| 12058 | 11953 |
| 12064 | 11957 |
| 12065 | 11960 to 11963 |
| 12067 | 11965 |
| 12069 | 11967 |
| 12071 | 11969 to 11971 |
| 11856 | 11973 |
| 11858 | 11975 |
| 11860 | 11976 |
| 11862 | 11982 |
| 11863 | 11937 to 11998 |
| 11866 | 12005 |
| 11868 to 11872 | 12006 |
| 11874 | 12010 to 12013 |
| 11876 | 12072 |
| 11877 | 12075 to 12217 |
| 11880 | 12219 to 12520 |
| 11882 to 11884 | 12701 to 12733 |
| 11887 to 11890 | 18891 to 18980 |
| 11894 | 26121 to 26370 |
| 11895 | 43041 to 43324 |
| 11897 to 11902 | |
| 11905 | |
| 11908 | |
| 11912 | |

N.-W. Ry.

13. **Minimum weight for charge on coke.**—In the case of the following N.-W. Railway wagons the minimum weight for charge on coke will be either the marked carrying capacity or that shown below, whichever is less :—

| No. of vehicles. | Minimum weight for charge. |
|------------------------------------------------------------------------------------------------------|----------------------------|
| | Tons. Cwt. |
| 3551 to 4760, 5694 to 5993 | 12 0 |
| 6364, 7301 to 8200, 13201 to 14277 and 25429 to 25717 .. | 14 15 |
| 1151 to 1850, 14436 to 14650, 15911 to 16385, 16716 to 16915, 17116 to 17140, 19001 to 24885 | 17 15 |
| 16386 to 16715 and 18661 | 17 0 |
| 16916 to 17115 | 17 15 |
| 26401 to 29000, 29301 to 30082, 30583 to 30671, 31072 to 31550 .. | 17 0 |
| 29001 to 29300, 30083 to 30582 | 17 0 |
| 31551 to 33550 | 14 15 |
| 33551 to 37911 | 15 18 |
| 18061 to 18660 | 12 10 |
| 2078 to 12147 (bogie wagons) | 37 0 |

N.-W. Ry.

14. **Booking of goods to the Karachi Port District.**—There are three stations in the Karachi Port District, to which goods can be booked :—

- (1) Karachi City. (2) Kiamari. (3) Thole Produce Yard

The rates applicable for bookings to Karachi City, also apply for bookings to Kiamari and Thole Produce Yard.

(a) Karachi City is the railway terminus to which goods can be booked in the ordinary course. Goods in small or large consignments booked to any consignee can be accepted for Karachi City.

Certain Merchants' Sidings exist at Karachi City, and when goods in wagon loads are booked to Karachi City, consigned to the firms named below, such wagons must be specially labelled for the sidings shown against the name of the firm. Goods for other firms will not be placed in any of these sidings, but will be delivered in the General Yard :—

| Name of sidings. | To whom goods can be booked. |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bombay Co. .. | Seth Ajoomal Jagatrai. |
| Owen Roberts .. | { 1. Messrs. B. R. Herman and Mohatta, Ltd. 2. The Western India Oil Distributing Co. |
| T. Cosser & Co. .. | { 1. T. Cosser & Co. 2. Messrs. The Bombay Co. 3. Messrs. Carstairs and Cumming. 4. Messrs. Williams Jacks & Co. 5. Messrs. Patel Cotton Co., Ltd. 6. Seth Lakshmi Chand Ramchand. 7. Messrs. Shree Laxmi Oil Mills Co. |
| David Sassoon & Co. { | { 1. David Sassoon & Co. 2. |
| Indus Valley Bone Mill. | { 1. Messrs. Volkart Brothers, Agents of the Tallo Resin Factory. 2. Messrs. Graham Trading Co. 3. Messrs. Herman and Mohatta. 4. Messrs. Hiralal Sheolal & Co. |
| Cotton Press .. | { Ralli Brothers. |
| Ralli Bone Mill .. | |
| Ralli Export .. | |
| Ralli Import .. | |
| Graham Properties Co. { | { 1. Graham Properties Co. 2. Seth Parmanand Kharam. 3. Cox and Kings (Agents), Ltd. 4. Messrs. Mackinnon Mackenzie & Co. 5. Messrs. Nusserwanji & Co. 6. Messrs. Tata Iron and Steel Co. 7. Messrs. Arooramal Durgadas. 8. Messrs. Gerhard Gabriel. |
| Edulji Dinshaw .. | { 1. Edulji Dinshaw. 2. Punjab Produce Co., Ltd. |
| Sind Press .. | { 1. Tattersfield. 2. Sind Press Co., Ltd., Agents Messrs. Beaumont & Co. 3. Allibhoy Karimji Mandviwala. |

N.-W. Ry.

(b) **Booking of goods to Kiamari and Thole Produce Yard.**—At Kiamari and the Thole Produce Yard, which are the property of the Port Trust, there are no general Railway yards. The unloading areas are rented out to certain merchants and booking or rebooking to Kiamari and the Thole Produce Yard, is restricted to goods consigned to merchants who hold rented areas. The names of the merchants concerned are notified from time to time to the staff for Kiamari and Thole Yard separately. It must be distinctly understood that Kiamari and the Thole Produce Yard are two entirely separate stations, and goods must be consigned for a merchant to the yard in which he is notified to hold a plot.

Plot-holders at Kiamari.

Messrs. Naraindas Tilokchand.
Seth Arooramal Durgadas.
Seth Bhagchand Rijumal.
Messrs. Bachhraj Factories, Ltd.
Messrs. Cowasjee & Sons.*
Messrs. Cox & Kings (Agents), Ltd.
Seth Chetoomal Bulchand:

R. S. Dhalooram Basriamal.
Seth Devisahai Hukamchand.
Seth Deoomal Issardas.
Seth Deoomal Nichaldas.
Messrs. Essajee Ebrahimjee & Co.
Messrs. Edulji Dinshaw.

Messrs. Haji Habib, Haji Peer Mahomed.
Messrs. Forbes, Forbes, Campbell & Co.
Ltd.
Seth Gobindram Rattanchand.
Messrs. Hassanand Gangaram.
Seth Hassasingh Lalsingh.
The Japan Cotton Trading Co., Ltd.
The Easter Bank Ltd.

Messrs. Jotram Kidarnath.
R. B. Jessaram Thakurdas.
Messrs. H. M. Khujurina & Co.
Seth Khimandas Tharumal.
Messrs. Louis Dreyfus & Co.
Seth Madandas Alimchand.
Messrs. Mackinnon Mackenzie & Co.

Seth Kishindas Badomal (will hold plot
up to 30th April 1938.)
Messrs. Mana & Co.
Seth Menghraj Newandram.
Seth Mulchand Bodomal.
Seth Pokardas Kanyalal.
Messrs. Ralli Bros., Ltd.

Messrs. Raval & Co.
Seth Shambunath Mulraj.
Seth Sajandas Ramchand.
Supply and Transport Depot (Military).
Messrs. Toyo Menka Kaisha, Ltd.
Messrs. Volkart Bros.
Messrs. Saligram Ayaram.

* Coal, Coke and Patent Fuel may be booked to Messrs. Cowasjee & Sons at West Wharf, Kiamari, wagons being labelled as under :—

“Messrs. Cowasjee & Sons, West Wharf Coal Stacking Area, Kiamari.”

Rates as to Karachi City apply.

Exporting Firms to whom goods can be consigned to Kiamari Export Shed.

Messrs. Forbes, Forbes Campbell & Co.
Messrs. Rodgers & Co.

The Bombay Company, Ltd.
The General Mills Co.

Messrs. Rattanji Barjorji & Co.
The Bombay Steam Navigation Co.

Messrs. Mackinnon Mackenzie Co., Ltd.
Messrs. Cox and King's (Agents), Ltd.

Messrs. Ghulam Hussain Noor
Mohammad.

Messrs. James Finlay & Co.
Messrs. W. Wolf & Sons.

Seth Ganeshdas Asanand.
Mohamed Ramzan Shams-ud-Din.

Messrs. Enrico. N. Stein.
The Century Flour Mills Co.

Messrs. Shivajee Cooverjee & Co.
The Eastern Express Co.

Messrs. Charles Booth & Co.

Plot-holders at Thole Produce Yard.

Seth Arooramal Durgadas.
 Seth Alamchand Chetumal (will hold plot up to 30th April 1937).
 Messrs. Anderson Clayton & Co.
 Seth Ajoomal Jagatrai.
 Seth Banarsidas Pahladrai (will hold plot up to 30th June 1938.)
 Seth Basantlal Gorakhram.
 Messrs. Bachhraj Factories, Ltd.
 Seth Bhagchand Rijhumal.
 Messrs. Bhaidas Cursondas & Co.
 Seth Bishindas Gobindram.
 Messrs. Bombay Steam Navigation Co., Ltd.
 Seth Brijrattan Jitmal.
 Seth Chetumal Bulchand.
 R. B. Champalal Motilal.
 Seth Deoomal Isardas.
 Messrs. David Sassoon & Co., Ltd.
 R. S. Dhaloomal Basriomal.
 Seth Dhanaram Ramdittamal (will hold plot up to 31st May 1938).
 Seth Dhanpatmal Jawaladas.
 Seth Dhanpatmal Diwanchand.
 Seth Dipchand Dayaldas (will hold plot up to 31st October 1937).
 Seth Dhariram Chamanlal.
 Seth Fatehchand Khubchand.

Messrs. Faiz & Co.
 Messrs. Gill & Co.
 Seth Gopalsingh Hirasingh.
 Mr. Gerhard Gabriel.
 Messrs. Goshu Kabushiki Kaisha, Ltd.
 Seth Harchandmal Dayaldas & Sons.
 Seth Harisingh Bishinsingh.
 Seth Hassaram Valiram.
 Seth Hemumal Zaunkiram.
 Seth Hariram Dowlattram.
 Seth Hashim Mahomed Ganchi.
 Seth Jaichand Bhai Jibabhai.
 Seth Jotram Kidarnath.
 Seth Jethanand Mulchand.
 Messrs. Jeon Singh Ram Singh.
 Seth Jindaram Jagatram.
 Messrs. Japan Cotton Trading Co., Ltd.
 Messrs. Jaswantrai & Sons.
 Seth Jeramdas Naumal.
 R. B. Jessaram Thakurdas.
 Messrs. Karachi Cotton & Co.
 Messrs. Kilachand Devchand & Co. Ltd.
 Messrs. Kishen Parsad & Co. Ltd.
 Messrs. Kotak & Co.
 Messrs. Jagjivandas Gopalji Shah.
 Messrs. Naraindas Tilokchand.

Seth Lilaram Ramchand.
 Seth Kotumal Pokardas.
 Seth Lakhmichand Ramchand.
 Messrs. Langley & Co.
 Seth Manghoomal Dholandas (will hold plot up to 31st March 1938).
 Seth Mangharam Hotchand.
 Seth Mangharam Gohermal (will hold plot up to 30th November 1937).
 Seth Madhavdas Amersey.
 Messrs. Madhavji Vishram & Co.
 Seth Manghanmal Wadhupal.
 Seth Menghraj Newandram.
 Seth Madandas Alamchand.
 Messrs. Mitsui Bussan Kaisha, Ltd.
 Seth Mohanlal Motilal (will hold plot up to 31st March 1938).
 Messrs. Moolchand Topandas.

Seth Menghraj Kodumal.
 Messrs. Raman Lal Rambux (will hold plot up to 5th May 1938).
 Seth Nichoomal Sachoomal.
 Messrs. The Patel Cotton Co. Ltd.
 Seth Pahlumal Motiram.
 Messrs. The Punjab Produce Co. Ltd. (will hold plot up to 31st January 1938).
 Seth Pokardas Kanyalal.
 R. B. Ralaram Jagannath.
 Seth Ramgopal Parsram.
 Seth Ramchand Manjeemal (will hold plot up to 30th June 1937).
 Messrs. Ralli Bros. Ltd.
 Seth Rampartap Ramchandra.
 Seth Saligram Auaram.
 Seth Sarupsingh Kartarsingh.
 Seth Sheolialmal Sheochandrai.
 Seth Santdas Deokishindas.
 Seth Savaldas Madhawdas.

Seth Shewakram Kirpaldas.
 Seth Sunderdas Sobhraj.
 Messrs. E. Spinner & Co.
 Seth Tarachand Ghanshamdas.
 Messrs. Teckchand Harchandmal.
 Seth Tansukhrai Seochandrai.
 Seth Tharumal Jethanand.
 Messrs. Tilokchand & Co. (will hold plot up to 31st October 1937).
 Messrs. Viram Ladha & Co.
 Messrs. Wallace Flour Mills Co. Ltd.
 Rais Gulam Mohmed Khan Bhurgri (will hold plot up to 31st March 1938).
 Messrs. Visindas Pribhdas (will hold plot up to 31st March 1938).

The following are the distances between the undermentioned junctions and stations in the North Western Railway—

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|---------------------------|----------------|------------------|------------|-----------------|-----------------------|---------------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Miles | Miles | Miles | Miles | Miles | | Miles | Miles | Miles | Miles | Miles |
| Karachi City or Kiamari.* | 920 | 949 | 907 | 898 | 111 | Nawab Shah ... | 738 | 767 | 725 | 716 | 72 |
| Karachi Cant. ... | 918 | 947 | 905 | 896 | 108 | Bucheri ... | 730 | 759 | 717 | 708 | 80 |
| Drigh Road ... | 912 | 941 | 899 | 890 | 102 | Daur ... | 723 | 752 | 710 | 701 | 88 |
| Malir ... | 907 | 936 | 894 | 885 | 98 | Bandhi ... | 714 | 743 | 701 | 692 | 97 |
| Landhi §§ ... | 905 | 934 | 892 | 883 | 96 | Kot Laloo ... | 707 | 736 | 694 | 685 | 103 |
| Pipri ... | 897 | 926 | 884 | 875 | 88 | Pad Idan ... | 701 | 730 | 688 | 679 | 110 |
| Dabheji ... | 886 | 915 | 873 | 864 | 76 | Bhiria Road ... | 693 | 722 | 680 | 671 | 117 |
| Ran Pethani § | 874 | 903 | 861 | 852 | 65 | Lakha Road §§ ... | 685 | 714 | 672 | 663 | 125 |
| Jungshahi ... | 867 | 896 | 854 | 845 | 57 | Halani ... | 683 | 712 | 670 | 661 | 141 |
| Braudabad ... | 857 | 886 | 844 | 835 | 47 | Kandiaro ... | 690 | 719 | 677 | 668 | 140 |
| Jhimpir ... | 846 | 875 | 833 | 824 | 37 | Darbalo ... | 697 | 726 | 684 | 675 | 134 |
| Meting ... | 834 | 863 | 821 | 812 | 25 | Tharu Shah Jn. ... | 702 | 731 | 689 | 680 | 128 |
| Bholari ... | 821 | 850 | 808 | 799 | 12 | Naushahro Feroze | 709 | 738 | 696 | 687 | 122 |
| Kotri Bandar ... | 817 | 846 | 804 | 795 | 8 | Thatt Hotchand... | 709 | 738 | 696 | 687 | 134 |
| Hyderabad (Sind) and via. | 810 | 839 | 797 | 788 | ... | Mithiani ... | 712 | 741 | 699 | 690 | 131 |
| Kathar ... | 822 | 851 | 809 | 800 | 12 | Jatoi ... | 718 | 747 | 705 | 696 | 125 |
| Tando Muhammad Khan. | 832 | 861 | 819 | 810 | 22 | Maro Sind ... | 726 | 755 | 713 | 704 | 118 |
| Matli ... | 842 | 871 | 829 | 820 | 32 | Shahpur Jahania | 732 | 761 | 719 | 710 | 111 |
| Palh ... | 850 | 879 | 837 | 828 | 40 | Daulatpur Safan... | 737 | 766 | 724 | 715 | 107 |
| Talhar (Sind) ... | 857 | 886 | 844 | 835 | 47 | Nawab Wali Muhammad Khan. | 745 | 774 | 732 | 723 | 98 |
| Peeru Lishari ... | 865 | 894 | 852 | 843 | 55 | Kazi Ahmed ... | 752 | 781 | 739 | 730 | 91 |
| Badin ... | 872 | 901 | 859 | 850 | 62 | Sukhio Manahejo | 759 | 788 | 746 | 737 | 84 |
| Detha Jn. §§ ... | 805 | 834 | 792 | 783 | 5 | Mahrabpur ... | 676 | 705 | 663 | 654 | 134 |
| Khatian Road ... | 801 | 830 | 788 | 779 | 9 | Setharja ... | 668 | 697 | 655 | 646 | 142 |
| Allah Dino Sand | 796 | 825 | 783 | 774 | 14 | Ranipur Riyasat... | 662 | 691 | 649 | 640 | 148 |
| Palijani ... | 791 | 820 | 778 | 769 | 19 | Gambat ... | 658 | 687 | 645 | 636 | 152 |
| Odero Lal ... | 786 | 815 | 773 | 764 | 24 | Tando Mustikhan | 649 | 678 | 636 | 627 | 161 |
| Tando Adam ... | 776 | 805 | 763 | 754 | 34 | Khairpur Mirs ... | 640 | 669 | 627 | 618 | 170 |
| Bhitshah ... | 781 | 810 | 768 | 759 | 46 | Begmanji ... | 633 | 66 | 620 | 611 | 177 |
| Hala ... | 776 | 805 | 763 | 754 | 51 | Janvri § | 627 | 656 | 614 | 605 | 183 |
| Brocho Bagh ... | 771 | 800 | 758 | 749 | 56 | Rohri Jn. ... | 625 | 654 | 612 | 603 | 186 |
| New Saidabad ... | 765 | 794 | 752 | 743 | 61 | Petaro §§ ... | 828 | 857 | 815 | 806 | 19 |
| Sabu Rahu ... | 758 | 787 | 745 | 736 | 68 | Unarpur ... | 833 | 862 | 820 | 811 | 26 |
| Sakrand ... | 752 | 781 | 739 | 730 | 75 | Budapur ... | 828 | 857 | 815 | 806 | 31 |
| Sukhpur ... | 746 | 775 | 733 | 724 | 80 | Gopang ... | 819 | 848 | 806 | 797 | 41 |
| Shahdadpur ... | 765 | 794 | 752 | 743 | 46 | Manjhand ... | 811 | 840 | 798 | 789 | 49 |
| Lundo ... | 756 | 785 | 743 | 734 | 55 | Khuman ... | 807 | 836 | 794 | 785 | 53 |
| Sarhari ... | 749 | 778 | 736 | 727 | 61 | Sann ... | 800 | 829 | 787 | 778 | 60 |
| Nawaz Dahri ... | 744 | 773 | 731 | 722 | 66 | Amri ... | 787 | 816 | 774 | 765 | 73 |
| | | | | | | Tirth Laki ... | 778 | 807 | 765 | 756 | 82 |
| | | | | | | Sehwan ... | 767 | 796 | 754 | 745 | 93 |

* No consignments of coal are to be booked to the "Railway Wharf," Kiamari. Consignments should only be booked to Kiamari without specifying any particular wharf.

§§ Not open for coal in full wagon loads. § Closed.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|------------------|----------------|------------------|------------|-----------------|-----------------------|--------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Bubak Road ... | 759 | 788 | 746 | 737 | 101 | Haibat Shahid § | 735 | 764 | 722 | 713 | 296 |
| Bhan Sayadabad | 753 | 782 | 740 | 731 | 101 | Kandh Kot § ... | 753 | 782 | 740 | 731 | 314 |
| Khudabad ... | 747 | 776 | 734 | 725 | 113 | Bakhshapur § ... | 775 | 804 | 762 | 753 | 336 |
| Dadu ... | 741 | 770 | 728 | 719 | 119 | Kashmor § ... | 795 | 824 | 782 | 773 | 356 |
| Phulji ... | 732 | 761 | 719 | 710 | 128 | Jhatpat | 688 | 717 | 675 | 666 | 249 |
| Plaro Goth ... | 726 | 755 | 713 | 704 | 134 | Temple Dera † ... | 703 | 732 | 690 | 681 | 264 |
| Sita Road ... | 719 | 748 | 706 | 697 | 141 | Nuttall * ... | 719 | 748 | 706 | 697 | 280 |
| Balishah ... | 713 | 742 | 700 | 691 | 147 | Bellpat ... | 736 | 765 | 723 | 714 | 297 |
| Radhan ... | 707 | 736 | 694 | 685 | 152 | Lindsay | 753 | 782 | 740 | 731 | 314 |
| Badah ... | 696 | 725 | 683 | 674 | 164 | Dingra * ... | 758 | 787 | 745 | 736 | 319 |
| Dokri ... | 691 | 720 | 678 | 669 | 168 | Mithri * ... | 765 | 794 | 752 | 743 | 326 |
| Bakrani Road ... | 685 | 714 | 672 | 663 | 175 | Nari Bank * ... | ... | ... | ... | ... | ... |
| Larkana ... | 677 | 706 | 664 | 655 | 183 | Sibi Jn. | 777 | 806 | 764 | 755 | 338 |
| Larkana-Dodapur | | | | | | Mushkaf ... | 787 | 816 | 774 | 765 | 348 |
| Extension.— | | | | | | Ocepur * ... | ... | ... | ... | ... | ... |
| Bero Chandia | 687 | 716 | 674 | 665 | 193 | Panir * ... | ... | ... | ... | ... | ... |
| (a). | | | | | | Peshi † ... | 808 | 837 | 795 | 786 | 369 |
| Kambar ali | 699 | 728 | 686 | 677 | 205 | Ab-i-gum * ... | 816 | 845 | 803 | 794 | 377 |
| Khan (a). | | | | | | Mach ... | 823 | 852 | 810 | 801 | 384 |
| Bahram Ha- | 707 | 736 | 694 | 685 | 213 | Hirok ... | 832 | 861 | 819 | 810 | 393 |
| thiun (a). | | | | | | Kolpur | 839 | 868 | 826 | 817 | 400 |
| Silra Shahdad- | 725 | 754 | 712 | 703 | 231 | Spezand ... | 849 | 878 | 836 | 827 | 410 |
| kot (a). | | | | | | Mastung Road ... | 864 | 893 | 851 | 842 | 425 |
| Minho Laghari * | 737 | 766 | 724 | 715 | 243 | Kanak ... | 871 | 900 | 858 | 849 | 432 |
| Sayad Alam | 748 | 777 | 735 | 726 | 254 | Sheikh Wasil * ... | 379 | 908 | 866 | 857 | 440 |
| shah. * | | | | | | Kirdagap * ... | 894 | 923 | 881 | 872 | 455 |
| Dodapur (a) ... | 757 | 786 | 744 | 735 | 263 | Galangur † ... | 910 | 939 | 897 | 888 | 471 |
| Mahiota ... | 671 | 700 | 658 | 649 | 189 | Kishingi † ... | ... | ... | ... | ... | ... |
| Allahdadani (b) | 649 | 678 | 636 | 627 | 210 | Nushki ... | 932 | 961 | 919 | 910 | 493 |
| Naundero ... | 665 | 694 | 652 | 643 | 195 | Ahmedwal † ... | 958 | 987 | 945 | 936 | 519 |
| Madeji Road ... | 656 | 685 | 643 | 634 | 204 | Padag Road † ... | 1062 | 1091 | 1049 | 1040 | 623 |
| Ruk Jn. ... | 643 | 672 | 630 | 621 | 204 | Dalbandin ... | 1162 | 1191 | 1149 | 1140 | 723 |
| Habibkot (b) ... | 647 | 676 | 634 | 625 | 208 | Yakmach † ... | 1134 | 1263 | 1221 | 1212 | 795 |
| Shikarpur ... | 654 | 683 | 641 | 632 | 215 | Nok Kundi ... | 1370 | 1399 | 1357 | 1348 | 931 |
| Sultan Kot | 663 | 692 | 650 | 641 | 224 | Mirjawa † ... | 1541 | 1570 | 1528 | 1519 | 1102 |
| Humayun ... | 667 | 69 | 654 | 645 | 228 | Zahidan † ... | 1645 | 1674 | 1632 | 1623 | 1206 |
| Abad ... | 672 | 701 | 659 | 650 | 223 | | | | | | |
| Jacobabad ... | 680 | 709 | 667 | 658 | 241 | | | | | | |
| Dilmurad § ... | 695 | 724 | 682 | 673 | 256 | | | | | | |
| Odhano § ... | 704 | 733 | 691 | 682 | 265 | | | | | | |
| Nao Thul § ... | 712 | 741 | 699 | 690 | 273 | | | | | | |
| Upharwah § ... | 726 | 755 | 713 | 704 | 287 | | | | | | |

§ These stations are reached via Jacobabad and a transhipment charge of Re. 0-4-6 per ton is levied on all Coal, Coke and Patent Fuel booked to these stations.

(a) These stations are reached via Larkana and a transhipment charge of Re. 0-4-6 per ton is levied on all Coal, Coke and Patent Fuel booked to these stations.

* Not open for through booking of traffic.

(b) Not open for coal in full wagon loads. † Closed.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|--------------------------------------------------|----------------|------------------|------------|-----------------|-----------------------|--------------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Sar-i-ab ... | 858 | 887 | 845 | 836 | 419 | Sukkur Bandar ... | 629 | 658 | 616 | 607 | 190 |
| Quetta ... | 864 | 893 | 851 | 842 | 425 | Adamshah Goods Office. † | 629 | 658 | 616 | 607 | 190 |
| Sheikh Mandah ... | 872 | 898 | 856 | 847 | 430 | Mando Dairo ... | 620 | 649 | 607 | 598 | 191 |
| Beleli ... | 698 | 901 | 859 | 850 | 433 | Sangi ... | 614 | 643 | 601 | 592 | 197 |
| Kuchlak ... | 878 | 907 | 865 | 856 | 439 | Pano Akil ... | 606 | 635 | 593 | 584 | 204 |
| Bostan Jn. ... | 885 | 914 | 872 | 863 | 446 | Mahekar ... | 599 | 628 | 586 | 577 | 211 |
| Khanai ... | 895 | 924 | 882 | 873 | 456 | Ghotki ... | 590 | 619 | 577 | 568 | 22 |
| N. W. R. Zhob Valley (Fort Sandeman Khanai) Ry.— | | | | | | Sarhad ... | 583 | 612 | 570 | 561 | 227 |
| Kan Mehtarzai (b). | 956 | 985 | 943 | 934 | 517 | Mirpur Mathelo ... | 575 | 604 | 562 | 553 | 236 |
| Hindubagh (b) | 988 | 1017 | 975 | 966 | 549 | Daharki ... | 566 | 595 | 553 | 544 | 244 |
| Nasai † (b) ... | 1025 | 1054 | 1012 | 1003 | 586 | Kobar † | 560 | 589 | 547 | 538 | 250 |
| Qila Saifulla (b) | 1065 | 1094 | 1052 | 1043 | 626 | Reti ... | 555 | 584 | 542 | 533 | 255 |
| Mina Bazar (b)† | 1195 | 1024 | 1182 | 1173 | 756 | Dhandi ... | 549 | 578 | 536 | 527 | 261 |
| Fort Sandeman (b). | 1243 | 1272 | 1230 | 1221 | 804 | Walhar ... | 544 | 573 | 531 | 522 | 267 |
| Yaru ... | 891 | 920 | 878 | 869 | 452 | Machhi Goth † | 538 | 567 | 525 | 516 | 273 |
| Saranan ... | 899 | 928 | 886 | 877 | 460 | Sadikabad ... | 533 | 562 | 520 | 511 | 278 |
| Gulistan ... | 914 | 943 | 901 | 892 | 475 | Adamsahaba ... | 528 | 554 | 512 | 503 | 285 |
| Kila Abdulla ... | 922 | 951 | 909 | 900 | 483 | Rahim Yarkhan ... | 519 | 548 | 506 | 497 | 291 |
| Shelabagh ... | 933 | 962 | 920 | 911 | 494 | Tarinda ... | 511 | 540 | 498 | 489 | 299 |
| Sanzala § | 939 | 968 | 926 | 917 | 500 | Kot Samaba ... | 506 | 535 | 493 | 484 | 305 |
| Chaman ... | 951 | 980 | 938 | 929 | 512 | Sahja ... | 499 | 528 | 486 | 477 | 311 |
| Nari ... | 785 | 814 | 772 | 763 | 346 | Khanpur ... | 492 | 521 | 479 | 470 | 318 |
| Babar Kachh † | 800 | 829 | 787 | 778 | 361 | Jajja Abbasian ... | 503 | 532 | 490 | 481 | 329 |
| Spintangi * | 819 | 848 | 806 | 797 | 380 | Zahir Pir ... | 508 | 537 | 495 | 486 | 334 |
| Sanari † | ... | ... | ... | ... | ... | Chachran ... | 514 | 543 | 501 | 492 | 340 |
| Harnai ... | 835 | 864 | 822 | 813 | 396 | Jetha Bhutta § | 486 | 515 | 473 | 464 | 324 |
| Nakus * | 842 | 871 | 829 | 820 | 403 | Firoza ... | 479 | 508 | 466 | 457 | 331 |
| Sharigh * | 851 | 880 | 838 | 829 | 412 | Metla § | 471 | 500 | 458 | 449 | 339 |
| Khost ... | 860 | 889 | 847 | 838 | 421 | Chaudri ... | 464 | 493 | 451 | 442 | 346 |
| Chappar Rift * | 869 | 898 | 856 | 847 | 430 | Tanwari † | 459 | 488 | 446 | 437 | 351 |
| Mangi * | 874 | 903 | 861 | 855 | 435 | Chanigot ... | 453 | 482 | 440 | 431 | 357 |
| Kachh | 887 | 916 | 874 | 865 | 448 | Kulab § | 446 | 475 | 433 | 424 | 364 |
| Bagarji ... | 636 | 665 | 623 | 614 | 197 | Dera Nawab Sahib | 439 | 468 | 426 | 417 | 372 |
| Araln Road (a) ... | 633 | 662 | 620 | 611 | 194 | Tibbi Izzat † | 434 | 463 | 421 | 412 | 376 |
| Sukkur ... | 628 | 657 | 615 | 606 | 189 | | | | | | |

* Not open for coal in through booking. † Closed.

‡ Open for Railway Materials and Stores only.

§ Not open for coal, in full wagon loads.

(a) Open for coal in full wagon loads when consigned to the official designation of the P. W. & officials.

(b) These stations are reached via Khanai and a transhipment charge of Re. 0-4-6 per ton levied on all Coal, Coke and Patent Fuel booked to these stations.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|-------------------|----------------|------------------|------------|-----------------|-----------------------|---------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Mubarakpur ... | 429 | 458 | 416 | 407 | 381 | Ladhuka ... | 298 | 315 | 285 | 244 | 573 |
| Kalanchwala † ... | 424 | 453 | 411 | 402 | 387 | Jallalabad ... | 287 | 304 | 274 | 233 | 585 |
| Samasta Jn. ... | 416 | 445 | 403 | 394 | 394 | Guru Harsahai ... | 276 | 293 | 263 | 222 | 596 |
| Bagdad ... | 405 | 434 | 392 | 383 | 406 | Jhok Tahal Singh† | 268 | 285 | 255 | 214 | 603 |
| Goth Nur Moham- | 393 | 422 | 380 | 370 | 417 | Khai Phemeki ... | 260 | 277 | 247 | 206 | 612 |
| mad. § | | | | | | Ferozepore City ... | 254 | 271 | 241 | 200 | 617 |
| Dera Bakha ... | 397 | 426 | 384 | 374 | 414 | Ferozepore Cant. | 252 | 269 | 239 | 198 | 619 |
| Lalsuhanra ... | 388 | 417 | 375 | 365 | 423 | Ferozeshah ... | 264 | 257 | 251 | 186 | 631 |
| Asrani ... | 378 | 407 | 365 | 356 | 432 | Talwand ... | 265 | 250 | 252 | 179 | 638 |
| Tamewali ... | 371 | 400 | 358 | 350 | 439 | | | | | | |
| Sheikhwahan ... | 360 | 389 | 347 | 339 | 450 | Dagru ... | 257 | 242 | 244 | 171 | 647 |
| Qaimpur † ... | 355 | 384 | 342 | 333 | 455 | Moga Tashil ... | 250 | 235 | 247 | 164 | 653 |
| Hasilpur ... | 350 | 379 | 337 | 329 | 460 | Ajitwal ... | 240 | 225 | 227 | 154 | 663 |
| Bakhsan Khan ... | 340 | 369 | 327 | 317 | 471 | | | | | | |
| Chishtian ... | 330 | 359 | 317 | 309 | 480 | Jagraon ... | 232 | 217 | 219 | 146 | 672 |
| Chak Abdulla ... | 322 | 351 | 309 | 300 | 488 | Mullanpur ... | 220 | 205 | 207 | 134 | 683 |
| Madrisa ... | 318 | 347 | 305 | 295 | 493 | Baddowal ... | 215 | 200 | 202 | 129 | 689 |
| Takht Mahal ... | 312 | 341 | 299 | 290 | 498 | Hindumalkote ... | 261 | 290 | 248 | 239 | 550 |
| Girdhariwala ... | 307 | 336 | 294 | 295 | 503 | Panjkos† | 252 | 281 | 239 | 231 | 558 |
| Sewai Wala ... | 315 | 344 | 302 | 293 | 520 | Abohar ... | 244 | 273 | 231 | 222 | 567 |
| Dhab Sanateka ... | 311 | 340 | 298 | 289 | 516 | Pakki ... | 234 | 263 | 221 | 213 | 576 |
| Dunga Bunga ... | 322 | 351 | 309 | 300 | 527 | Qabarwala § | 229 | 258 | 216 | 207 | 581 |
| Khatan ... | 328 | 357 | 315 | 306 | 526 | Malout ... | 225 | 254 | 212 | 204 | 585 |
| Harunabad ... | 332 | 361 | 319 | 310 | 522 | Giddarbaha ... | 215 | 244 | 202 | 194 | 595 |
| Faqirwali ... | 344 | 373 | 331 | 322 | 510 | Bulluana ... | 208 | 237 | 195 | 186 | 602 |
| Khichi Wala ... | 354 | 383 | 341 | 332 | 500 | Bhatinda & via | 198 | 227 | 185 | 176 | 612 |
| Fort Abbas ... | 366 | 395 | 353 | 344 | 488 | Katar Singh Wala | 192 | 221 | 179 | 182 | 618 |
| Quarash ... | 376 | 405 | 363 | 354 | 478 | Kot Fatteh ... | 187 | 216 | 174 | 188 | 624 |
| Rasafah ... | 386 | 415 | 373 | 364 | 468 | Maur ... | 177 | 206 | 164 | 195 | 633 |
| Fort Marot ... | 394 | 423 | 381 | 372 | 460 | | | | | | |
| Mansurah † | 404 | 433 | 391 | 382 | 450 | Mansa ... | 165 | 194 | 152 | 183 | 645 |
| Kazmain ... | 416 | 445 | 403 | 394 | 438 | Budhlada ... | 155 | 184 | 142 | 173 | 655 |
| Samrah † | 422 | 451 | 409 | 400 | 432 | Bareta ... | 146 | 175 | 133 | 164 | 664 |
| Yazman ... | 430 | 459 | 417 | 408 | 418 | Jakhal ... | 137 | 166 | 124 | 155 | 673 |
| Mamu Niah § | 422 | 451 | 409 | 400 | 410 | Jamalpur Shaikhan | 145 | 174 | 132 | 163 | 681 |
| Kutal Imara ... | 411 | 440 | 398 | 389 | 399 | Pirthala Lalauda † | 151 | 180 | 138 | 169 | 687 |
| Bahawalnagar ... | 303 | 332 | 290 | 281 | 508 | Uklana ... | 159 | 188 | 146 | 177 | 695 |
| Chaweka Road ... | 295 | 324 | 282 | 273 | 516 | Sayyadan Khedar | 168 | 197 | 155 | 186 | 704 |
| Chabiana ... | 288 | 317 | 275 | 266 | 522 | Bugana § | 175 | 204 | 162 | 193 | 711 |
| Minchinabad ... | 280 | 309 | 267 | 259 | 530 | Dhansu ... | 181 | 210 | 168 | 199 | 717 |
| MacLeod Ganj R.L. | 271 | 300 | 258 | 249 | 539 | Hissar Jn. & via | 188 | 217 | 175 | 206 | 724 |
| Sobhawala ... | 279 | 308 | 266 | 257 | 547 | Tohana ... | 130 | 159 | 117 | 148 | 681 |
| Amruka ... | 286 | 315 | 273 | 264 | 554 | Dhamthan ... | 123 | 152 | 110 | 141 | 688 |
| Chananwala ... | 291 | 320 | 278 | 269 | 559 | Narwana ... | 113 | 142 | 100 | 131 | 697 |
| Fazilka & via ... | 297 | 324 | 284 | 253 | 565 | Kalayāt ... | 124 | 153 | 111 | 121 | 708 |

† Closed.

|

§ Not open for coal in full wagon loads.

‡ Not open for coal in through booking.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|-----------------------------|----------------|------------------|------------|-----------------|-----------------------|-------------------------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Kaithal ... | 137 | 166 | 124 | 108 | 720 | Sultej Valley Ry.—(concl'd.) | | | | | |
| Uchana ... | 104 | 133 | 91 | 141 | 706 | Pakka Sidhar ... | 363 | 380 | 350 | 309 | 531 |
| Jind ... | 92 | 121 | 79 | 152 | 718 | Pakpattan ... | 356 | 373 | 343 | 302 | 538 |
| Kinana ... | 85 | 114 | 72 | 160 | 726 | Chah Nur Mohammed. | 350 | 367 | 337 | 296 | 544 |
| Jai Jal Wanti * ... | ... | ... | ... | ... | ... | Chak Kambo * | 343 | 361 | 330 | 289 | 551 |
| Julana ... | 76 | 105 | 63 | 168 | 734 | Wasewewala ... | 338 | 355 | 325 | 284 | 556 |
| Karainthi ... | 67 | 96 | 54 | 167 | 743 | Basirpur ... | 325 | 342 | 312 | 271 | 569 |
| Kila Zafargarh * ... | ... | 102 | 60 | 167 | 737 | Gulsher * ... | 320 | 337 | 307 | 266 | 574 |
| Naultha ... | 76 | 105 | 63 | 127 | 769 | Hira Singh ... | 313 | 330 | 300 | 259 | 581 |
| Israna ... | 79 | 108 | 66 | 130 | 773 | Kanganpur ... | 304 | 321 | 291 | 250 | 591 |
| Mundlana ... | 84 | 113 | 71 | 137 | 780 | Kul Mokai ... | 297 | 314 | 284 | 243 | 597 |
| Gohara ... | 77 | 106 | 64 | 144 | 773 | Usmanwala ... | 291 | 308 | 278 | 237 | 603 |
| Bhainswan § ... | ... | ... | ... | ... | ... | Dholan * ... | 287 | 304 | 274 | 233 | 607 |
| Jasia ... | 68 | 97 | 55 | 152 | 764 | Khudian Khas | 284 | 301 | 271 | 230 | 610 |
| Rohtak ... | 57 | 86 | 44 | 157 | 753 | Bhila Hithar ... | 277 | 294 | 264 | 223 | 617 |
| Kharawar ... | 49 | 78 | 36 | 149 | 761 | Rukanpur * ... | 444 | 473 | 431 | 422 | 421 |
| Sampla ... | 43 | 72 | 30 | 143 | 767 | Dunyapur ... | 453 | 482 | 440 | 422 | 431 |
| Asaudah ... | 37 | 66 | 24 | 137 | 773 | Kutabpur ... | 460 | 486 | 447 | 415 | 437 |
| Bahadurgarh ... | 32 | 61 | 19 | 132 | 778 | Jahania ... | 458 | 476 | 445 | 405 | 448 |
| Nangloi ... | 24 | 53 | 11 | 124 | 786 | Jangal Mariala † | 448 | 466 | 435 | 395 | 458 |
| Shakurbasti ... | 20 | 49 | 7 | 120 | 790 | Khem Karn ... | 277 | 294 | 264 | 223 | 632 |
| Delhi Kishangunj | 15 | 44 | 2 | 115 | 795 | Valtoha ... | 284 | 301 | 271 | 230 | 640 |
| Bahawalpur ... | 425 | 454 | 412 | 403 | 402 | Gharyala ... | 289 | 306 | 276 | 235 | 644 |
| Adamwahan § ... | 428 | 457 | 415 | 406 | 406 | Patti ... | 297 | 303 | 284 | 232 | 653 |
| Lodhran ... | 434 | 463 | 421 | 412 | 411 | Kairon ... | 301 | 300 | 288 | 229 | 656 |
| Mujalidwala § ... | 440 | 469 | 427 | 418 | 417 | Jandoke ... | 304 | 297 | 291 | 226 | 659 |
| Jamraniwah § ... | 443 | 472 | 430 | 420 | 420 | Tarn Taran ... | 306 | 291 | 293 | 220 | 665 |
| Kahrur Pakka ... | 453 | 481 | 440 | 410 | 430 | Gohlwar Varpal... | 300 | 285 | 287 | 214 | 671 |
| Sultej Valley Ry.— | | | | | | Bhagtanwala ... | 294 | 279 | 281 | 208 | 677 |
| Arewahan ... | 453 | 470 | 440 | 399 | 441 | Shah Nal ... | 441 | 470 | 428 | 419 | 418 |
| Mailsi ... | 443 | 460 | 430 | 389 | 451 | Gilawala ... | 449 | 478 | 436 | 427 | 426 |
| Shamman * ... | 438 | 456 | 425 | 384 | 456 | Raja Ram ... | 456 | 485 | 443 | 434 | 433 |
| Nur Shah ... | 433 | 450 | 420 | 379 | 461 | Shujabad ... | 464 | 493 | 451 | 440 | 441 |
| Vihari ... | 423 | 440 | 410 | 369 | 471 | Chak ... | 469 | 498 | 456 | 435 | 466 |
| Machhinwala ... | 412 | 429 | 399 | 358 | 482 | Buch * ... | 474 | 501 | 461 | 430 | 451 |
| Mandi Burewala | 402 | 419 | 389 | 348 | 493 | Akbarwala † ... | 478 | 497 | 465 | 426 | 455 |
| Gaggo ... | 392 | 409 | 379 | 338 | 502 | | | | | | |
| Fatna ... | 382 | 399 | 369 | 328 | 512 | | | | | | |
| Arifwala ... | 377 | 394 | 364 | 323 | 518 | | | | | | |
| Chak Datar | 368 | 385 | 355 | 314 | 526 | | | | | | |
| Singh. | | | | | | | | | | | |

* Not open for Coal in full wagon loads in through booking.

† Not open for Coal in through booking.

§ Closed.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|-------------------|----------------|------------------|------------|-----------------|-----------------------|---------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Chenab Bank. † | 484 | 501 | 471 | 430 | 461 | Golpur ... | 458 | 456 | 445 | 385 | 677 |
| Muzaffargarh ... | 489 | 506 | 476 | 435 | 466 | Pind Dadan Khan ... | 450 | 448 | 437 | 377 | 669 |
| Budh ... | 498 | 515 | 485 | 444 | 475 | Haranpur Jn. ... | 444 | 442 | 431 | 371 | 663 |
| Mahmudkot Jn. | 505 | 522 | 492 | 451 | 481 | Gharibwal ... | 451 | 449 | 438 | 378 | 670 |
| Gurmani ... | 511 | 528 | 498 | 457 | 488 | Sody §§ | 449 | 447 | 436 | 376 | 668 |
| Ghazi Ghat ... | 515 | 532 | 502 | 461 | 492 | Khewra ... | 453 | 451 | 440 | 380 | 672 |
| Sheikh Ismail ... | 508 | 525 | 495 | 454 | 485 | Dandot ... | 455 | 453 | 442 | 382 | 674 |
| Sanawan ... | 515 | 532 | 502 | 461 | 492 | Malakwal Jn. ... | 438 | 436 | 425 | 365 | 657 |
| Kot Adu ... | 524 | 541 | 511 | 470 | 501 | Miani ... | 447 | 445 | 434 | 374 | 666 |
| Daera Dinpanah | 531 | 548 | 518 | 477 | 508 | Bhera ... | 456 | 454 | 443 | 383 | 673 |
| Ahsanpur ... | 537 | 554 | 524 | 483 | 514 | Hariah ... | 432 | 430 | 419 | 359 | 663 |
| Kot Sultan ... | 544 | 561 | 531 | 490 | 521 | Mandi Baha-ud- | 422 | 420 | 409 | 349 | 674 |
| Leiah ... | 559 | 576 | 546 | 505 | 536 | Chillianwala ... | 414 | 412 | 401 | 341 | 682 |
| Dorata ... | 567 | 584 | 554 | 513 | 544 | Dinga ... | 408 | 406 | 395 | 335 | 687 |
| Karor ... | 576 | 593 | 563 | 522 | 553 | Jaurah Karnana | 401 | 399 | 388 | 328 | 695 |
| Sadan Sawaya §§ | 585 | 604 | 572 | 533 | 562 | Sher Shah Jn. * | ... | ... | ... | ... | ... |
| Sehal ... | 590 | 607 | 577 | 536 | 567 | Muzaffarabad † | 474 | 492 | 461 | 421 | 459 |
| Notak §§ | ... | ... | ... | ... | ... | Multan Cant. ... | 469 | 487 | 456 | 416 | 465 |
| Shakkar ... | 589 | 612 | 576 | 516 | 581 | Multan City ... | 467 | 485 | 454 | 414 | 466 |
| Kotla Jam † | ... | ... | ... | ... | ... | Tatipur ... | 456 | 474 | 443 | 403 | 478 |
| Darya Khan ... | 578 | 600 | 565 | 505 | 593 | Riazabad §§ | 451 | 469 | 438 | 398 | 481 |
| Shah Alam ... | 564 | 587 | 551 | 491 | 606 | Kot Mela Ram ... | 448 | 466 | 435 | 395 | 478 |
| Kallur Kot ... | 551 | 573 | 538 | 478 | 620 | Shamkote ... | 444 | 462 | 431 | 391 | 474 |
| Piplan ... | 539 | 562 | 526 | 466 | 631 | Khanewal (a) ... | 438 | 456 | 425 | 385 | 468 |
| Alluwalli ... | 534 | 556 | 521 | 461 | 637 | Makhdumpur | 450 | 468 | 437 | 397 | 480 |
| Wanbhachran | 513 | 535 | 500 | 440 | 658 | Pahoran. | 460 | 478 | 447 | 407 | 490 |
| Gunjyal ... | 500 | 522 | 487 | 427 | 667 | Abdul Hakim ... | 467 | 474 | 454 | 403 | 497 |
| Warcha Siding † | 509 | 531 | 496 | 436 | 676 | Darkhana ... | 458 | 456 | 445 | 385 | 515 |
| Mitha Tiwana ... | 488 | 511 | 475 | 415 | 655 | Chutiana ... | 337 | 335 | 324 | 264 | 637 |
| Hadali ... | 483 | 505 | 470 | 410 | 650 | Bahrianwala ... | 349 | 347 | 336 | 276 | 624 |
| Khushab ... | 473 | 496 | 460 | 400 | 640 | Warburton ... | 358 | 356 | 345 | 285 | 615 |
| Dhak ... | 483 | 481 | 470 | 410 | 655 | Nankana Saheb ... | 367 | 365 | 354 | 294 | 606 |
| Lilla ... | 469 | 467 | 456 | 396 | 669 | Buchiana ... | ... | 373 | 361 | 301 | ... |
| Mackrach Road ... | 463 | 461 | 450 | 390 | 675 | Kot Daya Kishent | 378 | 376 | 365 | 305 | 595 |
| | | | | | | Jaranwala ... | | | | | |

* Not open for any description of traffic.

† Not open for Coal in full wagon loads.

‡ This station is served by the Salt Quarry Siding, 9 miles in length, taking off from Gunjyal station.

§§ Closed.

(a) All goods traffic booked to this station is dealt with at the Mandi Siding. No extra charge over and above the rates to and from Khanewal is leviable.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|------------------|----------------|------------------|------------|-----------------|-----------------------|------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Jhakka Ladhana * | 387 | 385 | 374 | 314 | 507 | Waryam | 479 | 477 | 466 | 406 | 520 |
| Rurala Road ... | 398 | 396 | 385 | 325 | 583 | Toba Tek Singh | 448 | 446 | 435 | 375 | 526 |
| Jhok Ditta | 397 | 395 | 384 | 324 | 576 | Janiwala | 440 | 438 | 427 | 367 | 534 |
| Tandlianwala ... | 406 | 404 | 393 | 333 | 568 | Gojra | 431 | 429 | 418 | 358 | 543 |
| Kanjwani | 419 | 417 | 406 | 346 | 555 | Pakka Anna | 421 | 419 | 408 | 348 | 553 |
| Mamu Kanjan ... | 430 | 428 | 417 | 357 | 543 | Sar Shamir Road† | 416 | 414 | 403 | 343 | 557 |
| Kamalia | 442 | 440 | 429 | 369 | 531 | Abbaspur | 411 | 409 | 398 | 338 | 563 |
| Pir Mahal ... | 455 | 453 | 442 | 382 | 518 | Risalewala | 406 | 404 | 393 | 333 | 568 |
| Shorkot Road | 466 | 464 | 453 | 393 | 507 | Lyallpur | 401 | 399 | 388 | 328 | 575 |
| Pakhawal § | 446 | 444 | 433 | 373 | 649 | Gatti | 394 | 392 | 381 | 321 | 580 |
| Mona | 451 | 449 | 438 | 378 | 644 | Chiniot | 405 | 403 | 392 | 332 | 603 |
| Phularwan § | 457 | 455 | 444 | 384 | 639 | Burj | 397 | 395 | 384 | 324 | 595 |
| Wilsonpur * | 462 | 460 | 449 | 389 | 633 | Chak Jhumra | 388 | 386 | 375 | 315 | 586 |
| Bhalwal | 462 | 464 | 449 | 389 | 629 | Salarwala | 379 | 377 | 366 | 306 | 595 |
| Mitha Lak | 450 | 476 | 437 | 377 | 617 | Sangla Hill | 372 | 370 | 359 | 299 | 601 |
| Sargodha | 444 | 483 | 431 | 371 | 611 | Moman § | 366 | 364 | 353 | 293 | 607 |
| Ludewala | 450 | 489 | 437 | 377 | 617 | Dhaban Singh | 360 | 358 | 347 | 287 | 613 |
| Dhrema * | 453 | 492 | 440 | 380 | 620 | Bahalike | 353 | 351 | 340 | 280 | 620 |
| Wegowal § | 458 | 497 | 445 | 385 | 625 | Chuharkana | 345 | 343 | 332 | 272 | 628 |
| Shahpur Sadr | 464 | 503 | 451 | 391 | 631 | Qila Sheikhupura | 336 | 334 | 323 | 263 | 637 |
| Shahpur City | 467 | 502 | 454 | 394 | 634 | Jn. | | | | | |
| Charnali | 438 | 488 | 425 | 365 | 605 | Chichoki Mallian | 330 | 328 | 317 | 257 | 643 |
| Hundewali | 431 | 495 | 418 | 358 | 598 | Qila Sattar Shah | 326 | 324 | 313 | 253 | 647 |
| Sikhanwala | 426 | 500 | 413 | 353 | 603 | Marh Balochan | 378 | 376 | 365 | 305 | 607 |
| Lalian | 418 | 508 | 405 | 345 | 611 | Sukheke | 385 | 383 | 372 | 312 | 614 |
| Kot Amirshah § | 413 | 513 | 400 | 340 | 611 | Kaleke | 394 | 392 | 381 | 321 | 623 |
| Sillanwali | 440 | 504 | 427 | 367 | 590 | Hafizabad | 403 | 401 | 390 | 330 | 632 |
| Sobhaga | 452 | 515 | 439 | 379 | 578 | Gajargola | 400 | 399 | 388 | 329 | 641 |
| Shah Nik Dur | 458 | 521 | 445 | 385 | 572 | Akalgarh | 395 | 393 | 382 | 323 | 647 |
| Shah Jewana | 464 | 523 | 451 | 391 | 566 | Jamke Chatta | 387 | 385 | 374 | 315 | 655 |
| Chund | 473 | 513 | 460 | 400 | 557 | Mansurwali | 380 | 378 | 367 | 308 | 661 |
| Thatta Mahla | 481 | 505 | 468 | 408 | 549 | Pirawalla | 432 | 450 | 419 | 379 | 474 |
| Jhang City | 485 | 501 | 472 | 412 | 545 | Kacha Khuh | 424 | 442 | 411 | 371 | 481 |
| Jhang Maghlana | 488 | 498 | 475 | 415 | 541 | Kot Sujan Singh | 418 | 436 | 405 | 365 | 488 |
| Mudduki | 494 | 490 | 481 | 421 | 534 | Mian Channun | 411 | 429 | 398 | 358 | 495 |
| Rustam Sargana | 484 | 482 | 471 | 411 | 526 | Iqbal Nagar | 405 | 423 | 492 | 352 | 501 |
| | | | | | | Kassowal | 400 | 418 | 387 | 347 | 506 |

* Closed for Goods traffic.

† Not open for Coal in full wagon loads.

§ Not open for Coal in through booking.

N.-W. Ry.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|---------------------|----------------|------------------|------------|-----------------|-----------------------|---------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Chichawatni Road | 390 | 408 | 377 | 337 | 516 | Kot Lakhpat ... | 301 | 317 | 288 | 247 | 636 |
| Dad Fatihana ... | 384 | 402 | 371 | 331 | 522 | Lahore Cant. ... | 306 | 312 | 293 | 242 | 641 |
| Harappa Road ... | 376 | 394 | 363 | 323 | 529 | Jamrud ... | 609 | 607 | 596 | 536 | 833 |
| Montgomery ... | 364 | 382 | 351 | 311 | 541 | Khyber Ry. (a) — | | | | | |
| Yusafwala ... | 358 | 376 | 345 | 305 | 548 | Shahgai ... | 684 | 669 | 658 | 698 | 895 |
| Quadirabad ... | 353 | 371 | 340 | 300 | 552 | Kata Kushta † | 687 | 703 | 674 | 614 | ... |
| Gambar ... | 349 | 367 | 336 | 296 | 557 | Landi Kotal ... | 746 | 731 | 720 | 660 | 957 |
| Okara ... | 341 | 359 | 328 | 288 | 565 | Landi Khanna * | 778 | 763 | 752 | 692 | 988 |
| Kissan ... | 336 | 354 | 323 | 283 | 570 | Kachha Garhi ¶ ... | ... | 604 | 592 | 532 | 828 |
| Renala Khurd ... | 331 | 349 | 318 | 278 | 575 | Peshawar Cant. ... | 598 | 596 | 585 | 525 | 822 |
| Dhuniwala ... | 325 | 343 | 312 | 272 | 581 | Peshawar City ... | 595 | 593 | 582 | 522 | 820 |
| Wan Rathharam ... | 320 | 338 | 307 | 267 | 585 | Nasarpur ... | 590 | 588 | 577 | 517 | 814 |
| Pattoki ... | 313 | 331 | 300 | 260 | 593 | Taru Jabba ... | 587 | 585 | 574 | 514 | 812 |
| Changa Manga ... | 305 | 323 | 292 | 252 | 601 | Pabbi ... | 584 | 582 | 571 | 511 | 809 |
| Bhoe Asal ... | 300 | 318 | 287 | 247 | 606 | Nowshera Thana ... | 575 | 573 | 562 | 502 | 799 |
| Kot Radha Kishn ... | 295 | 313 | 282 | 242 | 611 | Nowshera Jn. ... | 571 | 569 | 558 | 498 | 796 |
| Premnagar ... | 290 | 308 | 277 | 237 | 615 | Kabul River ... | 574 | 572 | 561 | 501 | 799 |
| Raiwind Jn. ... | 285 | 303 | 272 | 232 | 620 | Risalpur Cant. ... | 577 | 575 | 564 | 504 | 802 |
| Raja Jang ... | 282 | 299 | 269 | 228 | 624 | Rashka! ... | 581 | 579 | 568 | 508 | 806 |
| Raokhanwala ... | 277 | 295 | 264 | 224 | 628 | Mardan ... | 586 | 584 | 573 | 513 | 811 |
| Athilpur § ... | 273 | 291 | 260 | 220 | 630 | Kalpani ... | 591 | 589 | 578 | 518 | 816 |
| Kasur ... | 269 | 286 | 256 | 215 | 625 | Takhti Bhai ... | 595 | 593 | 582 | 522 | 820 |
| Ganda Singhwala ... | 262 | 279 | 249 | 208 | 625 | Parkhoo Dheri ... | 599 | 597 | 586 | 526 | 824 |
| Husainiwala ... | 257 | 274 | 244 | 203 | 620 | Hathiyan ... | 603 | 601 | 590 | 530 | 828 |
| Golehwala ... | 241 | 270 | 228 | 210 | 631 | Skhakot § ... | 608 | 606 | 595 | 535 | 833 |
| Faridkot ... | 232 | 261 | 219 | 211 | 639 | Durgai ... | 612 | 610 | 599 | 539 | 837 |
| Kot Kapura & via. | 224 | 253 | 211 | 203 | 639 | Akora Khatlak ... | 563 | 561 | 550 | 490 | 787 |
| Romana Albel ... | 219 | 248 | 206 | 198 | 634 | Jahangira Road ... | 559 | 557 | 546 | 486 | 784 |
| Singh. ... | | | | | | Khairabad Kund ... | 554 | 552 | 541 | 482 | 779 |
| Jaitu ... | 214 | 243 | 201 | 193 | 629 | Attock ... | 552 | 550 | 539 | 479 | 776 |
| Chand Bhan ... | 210 | 239 | 197 | 188 | 624 | Campbellpur Jn. ... | 541 | 539 | 528 | 468 | 765 |
| Goniana ... | 205 | 234 | 192 | 184 | 620 | Jhalar ... | 552 | 550 | 539 | 479 | 755 |
| Ila Bagga ... | 291 | 309 | 278 | 238 | 626 | Uchhri § ... | 572 | 570 | 559 | 499 | 721 |
| Kana Kacha ... | 297 | 315 | 284 | 244 | 631 | Chhab ... | 582 | 580 | 569 | 509 | 710 |

* Closed. | § Closed for through booking. | ¶ Open for Military traffic only.

(a) Khyber Railway is open for through booking of goods traffic. The distance for charge over the Khyber Railway is six times the actual distance. The following are the distances for charge from Jamrud to station on the Khyber Railway.

Shahgai ... 62 miles. Landi Kotal ... 124 miles Landi Khana 156 miles.

† This is a siding opened for the receipt of Coal in full wagon loads consigned to Military Officials only. Invoices should be sent to S. M. Shagai.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|---------------------|----------------|------------------|------------|-----------------|-----------------------|-----------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Injra ... | 584 | 589 | 571 | 511 | 702 | Havelian ... | 545 | 543 | 532 | 472 | 831 |
| Makhad Road (a) ... | 576 | 596 | 563 | 503 | 693 | Golra ... | 499 | 497 | 486 | 426 | 793 |
| Massan (a) ... | 567 | 589 | 554 | 494 | 684 | Sangjani ... | 503 | 503 | 492 | 432 | 800 |
| Daud Khel ... | 557 | 579 | 544 | 484 | 675 | Kutbal ... | 513 | 511 | 500 | 410 | 780 |
| Mari Indus ... | 563 | 585 | 550 | 490 | 681 | Fatehjang ... | 520 | 518 | 507 | 447 | 773 |
| Kalabagh † ... | 566 | 588 | 553 | 493 | 684 | Gagan ... | 528 | 526 | 515 | 455 | 765 |
| Kamar Mashani † ... | 586 | 608 | 573 | 513 | 704 | Kahal (a) ... | 541 | 540 | 528 | 463 | 750 |
| Trag † ... | 596 | 617 | 583 | 523 | 714 | Basal ... | 546 | 544 | 533 | 473 | 746 |
| Isa Khel † ... | 607 | 629 | 594 | 534 | 725 | Pind Sultani Road ... | 549 | 547 | 536 | 476 | 744 |
| Tharidarwala †* ... | 622 | 644 | 609 | 549 | 740 | Nammal ... | 555 | 553 | 542 | 482 | 738 |
| Laki Marwat † ... | 640 | 662 | 627 | 567 | 758 | Langar ... | 560 | 558 | 547 | 487 | 732 |
| Shahbaz Khel † ... | 666 | 688 | 653 | 593 | 784 | Jand ... | 563 | 561 | 550 | 490 | 730 |
| Pezu † ... | 678 | 700 | 665 | 605 | 796 | Khushalgarh † ... | 568 | 566 | 555 | 495 | 734 |
| Gul Imam † ... | 696 | 718 | 683 | 623 | 814 | Nak Band ... | 572 | 570 | 559 | 499 | 740 |
| Tank † ... | 710 | 732 | 697 | 637 | 828 | Ghurzai (a) ... | 584 | 582 | 571 | 511 | 750 |
| Manzai † ... | 743 | 765 | 730 | 670 | 861 | Babari Banda ... | 592 | 590 | 579 | 519 | 760 |
| Gambila Serai † ... | 658 | 680 | 645 | 585 | 776 | Kohat Cant. ... | 600 | 598 | 587 | 527 | 768 |
| Naurang Serai † ... | 672 | 694 | 659 | 599 | 790 | Chikarkot † § ... | 610 | 608 | 597 | 537 | 778 |
| Bannu † ... | 695 | 717 | 682 | 622 | 813 | Raisan † ... | 618 | 616 | 605 | 545 | 786 |
| Pai Khel ... | 549 | 571 | 536 | 476 | 667 | Hanga Camp (a) † ... | 626 | 624 | 613 | 553 | 791 |
| Mianwali ... | 536 | 558 | 523 | 463 | 654 | Hangu † ... | 627 | 625 | 614 | 554 | 794 |
| Kundian Jn. ... | 526 | 549 | 513 | 453 | 644 | Togh † ... | 635 | 633 | 622 | 562 | 802 |
| Lawrencepur ... | 531 | 529 | 518 | 458 | 775 | Kahi † ... | 641 | 639 | 628 | 568 | 808 |
| Burhan ... | 526 | 524 | 513 | 453 | 780 | Doaba † ... | 650 | 648 | 637 | 577 | 817 |
| Wah ... | 517 | 515 | 504 | 444 | 789 | Darsmand † (a) ... | 655 | 653 | 642 | 582 | 822 |
| Hasan Abdal ... | 519 | 517 | 506 | 446 | 787 | Thal † ... | 662 | 660 | 649 | 589 | 830 |
| Taxila Jn. ... | 510 | 508 | 497 | 437 | 796 | Rawalpindi ... | 490 | 488 | 477 | 417 | 787 |
| Usman Khattar ... | 515 | 513 | 502 | 442 | 801 | Chak Lala ... | 487 | 485 | 474 | 414 | 784 |
| Kot Najibullah ... | 524 | 522 | 511 | 451 | 810 | Sihala ... | 480 | 478 | 467 | 407 | 777 |
| Haripur Hazara ... | 530 | 528 | 517 | 457 | 816 | Mankiala ... | 474 | 472 | 461 | 401 | 771 |
| Serai Salch ... | 533 | 531 | 520 | 460 | 819 | Mandra ... | 465 | 463 | 452 | 393 | 762 |
| Baldher ... | 540 | 538 | 527 | 467 | 826 | Sukhio ... | 474 | 472 | 461 | 402 | 770 |
| | | | | | | Daulatala ... | 480 | 478 | 467 | 408 | 776 |
| | | | | | | Dhudial ... | 493 | 491 | 480 | 421 | 789 |

* Closed for through booking.

† These stations are on the Kalabagh Bannu Railway (including Laki Pezu Tank-Manzai Railway). In booking Coal, Coke and Patent Fuel to these stations a transhipment charge of Re. 0-4-6 per ton at Mari Indus is leviable in addition.

‡ These stations are reached via Kohat and a transhipment charge of Re. 0-4-6 per ton must be levied on Coal, Coke and Patent Fuel booked to these stations.

(a) Closed.

§ Not open for Coal in full wagon loads.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|-------------------|----------------|------------------|------------|-----------------|-----------------------|------------------------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Chakwal ... | 505 | 503 | 492 | 433 | 801 | Narowal-Jassar & Jassar-Shakargarh | | | | | |
| Bhaun ... | 512 | 510 | 499 | 440 | 809 | Chak Amuru | | | | | |
| Gujar Khan ... | 457 | 455 | 444 | 384 | 754 | Section.— | | | | | |
| Missa Keswal ... | 451 | 449 | 438 | 378 | 748 | Jassar ... | 330 | 315 | 317 | 244 | 705 |
| Sohawa ... | 445 | 443 | 432 | 372 | 742 | Darbar Sahib- | 335 | 320 | 322 | 249 | 710 |
| Tarki ... | 439 | 437 | 426 | 367 | 736 | kartarpur. | | | | | |
| Domeli ... | 433 | 431 | 420 | 360 | 730 | Bustan Afgha- | 340 | 325 | 327 | 254 | 715 |
| Dina ... | 424 | 422 | 411 | 352 | 721 | nan. | | | | | |
| Jhelum ... | 413 | 411 | 400 | 341 | 710 | Nurkot ... | 343 | 328 | 330 | 257 | 718 |
| Saral Alamgir ... | 411 | 409 | 398 | 338 | 708 | Tahsil Shakar- | 349 | 334 | 336 | 263 | 731 |
| Karyala ... | 408 | 406 | 395 | 336 | 705 | garh. | | | | | |
| Kharian ... | 402 | 400 | 389 | 330 | 699 | Chak Amru ... | 356 | 341 | 343 | 270 | 724 |
| Lala Musa Jn. | 393 | 391 | 380 | 230 | 690 | Sialkot Cant. ... | 378 | 363 | 365 | 292 | 699 |
| Deona Juliani ... | 387 | 385 | 374 | 314 | 684 | Ranbirsingpura ... | 389 | 374 | 376 | 303 | 710 |
| Gujrat ... | 381 | 379 | 368 | 308 | 678 | Miran Sahib ... | 394 | 379 | 381 | 308 | 714 |
| Kathala ... | 377 | 375 | 364 | 304 | 674 | Jammu Cant. ... | 397 | 382 | 384 | 311 | 718 |
| Haripur Bank ... | 374 | 372 | 361 | 301 | 672 | Jammu (Tawi) ... | 400 | 385 | 387 | 314 | 721 |
| Wazirabad ... | 372 | 370 | 359 | 300 | 669 | Dhaunkal ... | 368 | 366 | 355 | 295 | ... |
| Begowala Ghartal | 383 | 376 | 370 | 305 | 680 | Ghakkhar ... | 362 | 360 | 349 | 289 | 680 |
| Sambrial ... | 366 | 371 | 373 | 300 | 685 | Rahwali ... | 358 | 356 | 245 | 285 | 684 |
| Sodhra Kopra ... | 379 | 377 | 366 | 307 | 676 | Gujranwala ... | 353 | 351 | 340 | 281 | 688 |
| Ugoke ... | 381 | 366 | 368 | 295 | 690 | Eminabad ... | 344 | 342 | 331 | 272 | 679 |
| Sialkot ... | 375 | 360 | 362 | 289 | 696 | Kamoke ... | 340 | 388 | 327 | 268 | 675 |
| Sialkot Narowal | | | | | | Sakhoke † ... | ... | 332 | 320 | 260 | 668 |
| Ry.— | | | | | | Muridke ... | 327 | 325 | 314 | 254 | 662 |
| Gunna Kalan ... | 367 | 352 | 354 | 281 | 704 | Kala Shah Kaku | 321 | 319 | 308 | 249 | 656 |
| Chawinda ... | 359 | 344 | 346 | 273 | 712 | Shahdara-Narowal | | | | | |
| Pasrur ... | 354 | 339 | 341 | 268 | 717 | Ry.— | | | | | |
| Kila Sobha ... | 347 | 332 | 334 | 261 | 711 | Srirampura ... | 326 | 324 | 313 | 253 | 661 |
| Singh. | | | | | | Kala Khatal ... | 333 | 331 | 320 | 260 | 666 |
| Alipur Sayadant | ... | ... | ... | ... | ... | Narang ... | 339 | 337 | 326 | 266 | 674 |
| Manjoke ... | 342 | 327 | 329 | 256 | 705 | Mehta Suja ... | 346 | 340 | 333 | 269 | 681 |
| Narowal ... | 336 | 321 | 323 | 250 | 699 | Baddomalhi ... | 349 | 336 | 336 | 265 | 684 |
| | | | | | | Raya Khas ... | 346 | 331 | 333 | 260 | 689 |
| | | | | | | Pejowali ... | 342 | 327 | 329 | 256 | 694 |
| | | | | | | Shahdara ... | 315 | 313 | 302 | 242 | 650 |
| | | | | | | Badami Bagh ... | 312 | 310 | 299 | 239 | 647 |
| | | | | | | Lahore § | 310 | 308 | 297 | 238 | 645 |
| | | | | | | Moghalpura ... | 313 | 305 | 300 | 235 | 648 |
| | | | | | | Jallo ... | 313 | 298 | 300 | 228 | 655 |
| | | | | | | Atari ... | 307 | 292 | 294 | 221 | 669 |
| | | | | | | Khasa ... | 299 | 284 | 286 | 214 | 663 |
| | | | | | | Chheharta ... | 296 | 281 | 283 | 210 | 672 |

† Not open for Coal in full wagon loads.

§ Coal in full wagon loads for the public cannot be booked to this station. Coal consigned to private sidings may however be booked to Lahore. The following are the private sidings served by Lahore :—

1. Asmattaullah Cotton Siding.

2. D. Johnston's Press Siding.

| Stations. | Distance | | | | | Stations. | Distance. | | | | |
|-----------------------|----------------|------------------|------------|-----------------|-----------------------|--------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Amritsar Jn. ... | 291 | 276 | 278 | 205 | 678 | Beas ... | 265 | 250 | 252 | 179 | 704 |
| Verka ... | 296 | 281 | 283 | 210 | 683 | Dhilwan ... | 262 | 247 | 249 | 176 | 706 |
| | | | | | | Hamira ... | 255 | 240 | 242 | 170 | 705 |
| Majitha ... | 302 | 288 | 289 | 216 | 689 | Kartarpur ... | 252 | 237 | 239 | 166 | 702 |
| Bhangwan ... | 307 | 292 | 294 | 221 | 694 | Jullundur City ... | 242 | 227 | 229 | 157 | 692 |
| Fatehgarh Churian | 310 | 295 | 297 | 224 | 697 | Khojewala § ... | 250 | 235 | 237 | 165 | 685 |
| Hardorawal * ... | 314 | 299 | 301 | 228 | 701 | Kapurthala ... | 255 | 240 | 242 | 170 | 680 |
| Ramdas ... | 318 | 303 | 305 | 232 | 705 | Pajian ... | 264 | 249 | 251 | 179 | 671 |
| Batar Chhattar ... | 322 | 307 | 309 | 238 | 709 | Sultanpur Lodi ... | 259 | 244 | 246 | 174 | 664 |
| Derababa Nanak | 325 | 310 | 312 | 239 | 711 | Lohian Khas ... | 255 | 240 | 242 | 170 | 660 |
| Kathunangal ... | 303 | 288 | 290 | 217 | 690 | Gidarpindi ... | 260 | 245 | 247 | 175 | 656 |
| Jaintipura ... | 309 | 294 | 296 | 223 | 696 | Jogiwala ... | 266 | 251 | 253 | 181 | 650 |
| Batala ... | 315 | 300 | 302 | 229 | 702 | Makhu ... | 271 | 256 | 258 | 186 | 645 |
| Vadala Granthian | 321 | 306 | 308 | 235 | 708 | Mallanwala Khas | 267 | 267 | 254 | 197 | 634 |
| Quadian ... | 327 | 312 | 314 | 241 | 714 | Mahalam * ... | 259 | 275 | 246 | 205 | 626 |
| Chhina ... | 323 | 308 | 310 | 237 | 710 | Dhogri § ... | 249 | 234 | 236 | 164 | 699 |
| Dhariwal ... | 327 | 312 | 314 | 241 | 714 | Alwalpur ... | 251 | 236 | 238 | 166 | 701 |
| Sohal ... | 329 | 314 | 316 | 243 | 716 | Bhogpur Sirwal | 260 | 245 | 247 | 175 | 710 |
| Gurdaspur ... | 336 | 321 | 323 | 250 | 723 | Tanda Umar ... | 268 | 253 | 255 | 183 | 718 |
| Dinanagar ... | 343 | 328 | 330 | 257 | 730 | Dasuya ... | 278 | 263 | 265 | 193 | 728 |
| Sarna ... | 353 | 338 | 340 | 267 | 740 | Mukerian ... | 287 | 272 | 274 | 202 | 737 |
| Pathankot ... | 358 | 343 | 345 | 272 | 745 | Jullundur Cant. | 239 | 224 | 226 | 154 | 695 |
| Nurpur Road (a) | 408 | 393 | 395 | 322 | 795 | Bolinna Doaba § | 243 | 228 | 230 | 158 | 699 |
| Talara (a) .. | 432 | 417 | 419 | 346 | 819 | Jandu Singha § ... | 245 | 230 | 232 | 160 | 701 |
| Jawanwala Shahr (a). | 471 | 456 | 458 | 385 | 858 | Adampur Doaba | 250 | 235 | 237 | 165 | 706 |
| Mangwal (a) ... | 522 | 507 | 509 | 436 | 909 | Sham Chaurasi † | 254 | 239 | 241 | 169 | 710 |
| Guler (a) ... | 539 | 524 | 526 | 43 | 926 | Nasrula ... | 258 | 243 | 245 | 173 | 714 |
| Jawala Mukhi | 565 | 550 | 552 | 479 | 952 | Hosiarpur ... | 263 | 248 | 250 | 178 | 719 |
| Road (a). | | | | | | Chiheru ... | 234 | 219 | 221 | 148 | 701 |
| Koparlahar (a) ... | 582 | 567 | 569 | 496 | 969 | Phagwara ... | 229 | 214 | 216 | 143 | 706 |
| Kangra (a) ... | 594 | 579 | 581 | 508 | 981 | Kultham Abdulla | 235 | 220 | 222 | 149 | 712 |
| Nagrota (a) ... | 630 | 615 | 617 | 544 | 1017 | Shah. * ... | | | | | |
| Palampur Punjab (a). | 675 | 660 | 662 | 589 | 1062 | Bahram ... | 238 | 223 | 225 | 152 | 715 |
| Baijnath Paprola (a). | 711 | 696 | 698 | 625 | 1098 | Banga ... | 244 | 229 | 231 | 158 | 721 |
| Ahju (a) ... | 737 | 722 | 724 | 651 | 1124 | Nawashahr Daaba | 252 | 237 | 239 | 166 | 729 |
| Joginder Nagar(a) | 766 | 751 | 753 | 680 | 1153 | Garshankar ... | 260 | 245 | 247 | 174 | 737 |
| Mananwala ... | 285 | 270 | 272 | 199 | 684 | Saila Khurd ... | 266 | 251 | 253 | 180 | 743 |
| Jandiala ... | 280 | 265 | 267 | 194 | 689 | Mahngarwal ... | 268 | 253 | 255 | 182 | 745 |
| Butari ... | 272 | 257 | 259 | 186 | 697 | Doaba. | | | | | |
| | | | | | | Jaijon Doaba ... | 272 | 257 | 259 | 186 | 749 |
| | | | | | | Rahon ... | 256 | 241 | 243 | 170 | 733 |

(a) These stations are reached via Pathankot and a transhipment charge of Re. 0-4-6 per ton is leviable on Coal, Coke and Patent Fuel booked to these stations.

* Not open for through booking of goods traffic.

† Not open for Coal in full wagon loads.

§ Closed.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|---------------------|----------------|------------------|------------|-----------------|-----------------------|-------------------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Goraya ... | 223 | 208 | 210 | 137 | 708 | Kurali ... | 199 | 184 | 186 | 114 | 764 |
| Phillaur ... | 215 | 200 | 202 | 130 | 700 | Rupar ... | 215 | 200 | 202 | 130 | 780 |
| Partabpura † ... | 221 | 206 | 208 | 136 | 695 | Sadhoo Garh ... | 165 | 150 | 152 | 79 | 731 |
| Bilga ... | 224 | 209 | 211 | 139 | 692 | Sarai Banjara ... | 160 | 145 | 147 | 74 | 726 |
| Nurmahal ... | 228 | 213 | 215 | 143 | 688 | Rajpura Jn. ... | 154 | 139 | 141 | 68 | 720 |
| Nakodar ... | 235 | 220 | 222 | 150 | 680 | Kauli ... | 161 | 146 | 148 | 75 | 712 |
| Shankar ... | 240 | 225 | 227 | 155 | 685 | Patiala ... | 170 | 155 | 157 | 84 | 704 |
| Thabalke ... | 244 | 229 | 231 | 159 | 689 | Dhablan ... | 178 | 163 | 165 | 92 | 696 |
| Malsian Shahkot ... | 243 | 228 | 230 | 158 | 673 | Nabha ... | 186 | 171 | 173 | 100 | 688 |
| Sindhra ... | 249 | 234 | 236 | 164 | 667 | Chhintanwala ... | 188 | 179 | 175 | 108 | 679 |
| Lakhowal ... | 213 | 198 | 200 | 127 | 702 | Dhuri ... | 179 | 188 | 166 | 117 | 671 |
| Ludhiana Jn. ... | 207 | 192 | 194 | 121 | 696 | Alal ... | 187 | 196 | 174 | 125 | 663 |
| Gill † ... | 212 | 197 | 199 | 126 | 701 | Sekha ... | 193 | 201 | 180 | 130 | 658 |
| Kila Raipur ... | 206 | 203 | 193 | 132 | 699 | Barnala ... | 198 | 207 | 185 | 136 | 652 |
| Ahmadgarh ... | 201 | 208 | 188 | 137 | 694 | Hadiaya ... | 202 | 211 | 189 | 140 | 648 |
| Kup ... | 195 | 205 | 182 | 134 | 688 | Tapa ... | 210 | 219 | 197 | 148 | 640 |
| Malerkotla ... | 189 | 199 | 176 | 128 | 682 | Rampura Phul ... | 217 | 227 | 204 | 156 | 632 |
| Himmatana ... | 185 | 194 | 172 | 123 | 677 | Bhuchchu ... | 208 | 236 | 195 | 165 | 622 |
| Bahadur Singh ... | 173 | 194 | 160 | 123 | 677 | Sambhu ... | 147 | 132 | 134 | 61 | 727 |
| Wala ... | 169 | 198 | 155 | 127 | 681 | Ambala City ... | 141 | 126 | 128 | 55 | 733 |
| Sangrur ... | 161 | 190 | 148 | 135 | 689 | Ambala Cant. & via. Kesri ... | 136 | 121 | 123 | 51 | 738 |
| Sunam ... | 161 | 190 | 148 | 135 | 689 | Barara ... | 143 | 113 | 131 | 43 | 746 |
| Chajli ... | 155 | 184 | 142 | 141 | 691 | Mustafabad ... | 135 | 106 | 139 | 35 | 753 |
| Lehra Gaga ... | 147 | 176 | 134 | 149 | 683 | Darazpur ... | 130 | 101 | 142 | 30 | 759 |
| Dhandri Kalan † ... | ... | ... | ... | ... | ... | Jagadhri ... | 125 | 96 | 137 | 25 | 764 |
| Sanhwal ... | 198 | 183 | 185 | 112 | 706 | Kalanour ... | 119 | 90 | 131 | 19 | 770 |
| Doraha ... | 193 | 178 | 180 | 107 | 710 | Sarsawa ... | 115 | 86 | 128 | 15 | 773 |
| Chawapail ... | 187 | 172 | 174 | 101 | 716 | Pilkhani ... | 109 | 79 | 121 | 9 | 780 |
| Khanra ... | 181 | 166 | 168 | 95 | 723 | Saharanpur & via ... | 105 | 76 | 118 | 5 | 783 |
| Gobind Garh ... | 175 | 160 | 162 | 90 | 728 | | 100 | 71 | 113 | ... | 788 |
| Sirhind ... | 169 | 154 | 156 | 84 | 734 | | | | | | |
| Bassi Pathanan ... | 177 | 162 | 164 | 92 | 742 | | | | | | |
| Morinda ... | 191 | 176 | 178 | 106 | 756 | | | | | | |

† Not open for Coal in full wagon loads.

| Stations. | Distance. | | | | | Stations. | Distance. | | | | |
|-----------------------------|----------------|------------------|------------|-----------------|-----------------------|----------------------------------|----------------|------------------|------------|-----------------|-----------------------|
| | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). | | Via Ghaziabad. | Via Meerut City. | Via Delhi. | Via Saharanpur. | Via Hyderabad (Sind). |
| | Mile. | Mile. | Mile. | Mile. | Mile. | | Mile. | Mile. | Mile. | Mile. | Mile. |
| Tapri ... | 96 | 67 | 109 | 5 | 792 | Ganaur ... | 50 | 79 | 37 | 137 | 780 |
| Nagal ... | 90 | 61 | 102 | 11 | 799 | Samalkha ... | 57 | 86 | 44 | 130 | 773 |
| Talheri Buzrug ... | 85 | 56 | 98 | 16 | 803 | Panipat ... | 68 | 97 | 55 | 119 | 762 |
| Deoband ... | 79 | 50 | 91 | 22 | 810 | Babarpur * ... | 72 | 101 | 59 | 115 | 766 |
| Rohana Kalan ... | 72 | 42 | 84 | 29 | 817 | Asan ‡ ... | 75 | 104 | 62 | 126 | 755 |
| Muzaffarnagar ... | 64 | 35 | 77 | 37 | 824 | Madlauda ... | 78 | 107 | 65 | 129 | 752 |
| Mansurpur ... | 56 | 27 | 69 | 45 | 832 | Karsindhu ... | 83 | 112 | 70 | 134 | 747 |
| Khatauli ... | 50 | 21 | 63 | 50 | 838 | Safidon ... | 87 | 116 | 74 | 138 | 743 |
| Sakhoti Tanda ... | 45 | 15 | 57 | 56 | 844 | Budha Khera ... | 94 | 123 | 81 | 145 | 736 |
| Daurala ... | 40 | 11 | 52 | 61 | 849 | Pilu Khera ... | 98 | 127 | 85 | 149 | 732 |
| Meerut Cant. †† | 31 | 3 | 43 | ... | ... | Sewaha ... | 101 | 130 | 88 | 152 | 729 |
| Meerut City ‡ ... | 31 | ... | 42 | 71 | 839 | Pandu Pindara * ... | 98 | 127 | 85 | 157 | 724 |
| Muhiuddinpur ... | 32 | 8 | 35 | 78 | 832 | Jind City ... | 95 | 124 | 82 | 155 | 721 |
| Begamabad ... | 17 | 13 | 30 | 83 | 827 | Gharaunda ... | 79 | 108 | 66 | 109 | 772 |
| Muradnagar ... | 11 | 19 | 24 | 89 | 821 | Karnal ... | 89 | 118 | 76 | 98 | 772 |
| Ghaziabad & via ... | ... | 30 | 13 | 100 | 810 | Taraori ... | 97 | 126 | 84 | 90 | 765 |
| Delhi Shahdara & via. | 9 | 38 | 4 | 107 | 801 | Amin ... | 105 | 134 | 92 | 83 | 757 |
| Kilokri ‡ ... | ... | ... | ... | ... | ... | Kurukeshtra Jn. Thaneswar City * | 110 | 139 | 97 | 77 | 751 |
| Hazrat Nizamuddin. | 19 | 48 | 6 | 119 | 803 | Pindarsi ... | 112 | 141 | 99 | 79 | 769 |
| Delhi Safdar Jung | 24 | 53 | 11 | 122 | 808 | Pehowa Road ... | 120 | 149 | 107 | 87 | 741 |
| New Delhi ... | 14 | 42 | 1 | 113 | 798 | Tik ‡ ... | 126 | 155 | 113 | 93 | 736 |
| Delhi Sarai Rohilla & via.† | 16 | 42 | ... | 116 | 797 | Dhirpur ... | 132 | 161 | 119 | 99 | 730 |
| Delhi & via (a) | 13 | 42 | ... | 113 | 797 | Shahabad kanda. Mar- | 117 | 140 | 104 | 70 | 757 |
| Subzi Mundi (a) § | 15 | 44 | 2 | ... | ... | Dhulkot ... | 124 | 134 | 111 | 64 | 751 |
| Delhi Kingsway ‡ | 20 | 49 | 9 | 120 | 804 | Lalru ... | 141 | 126 | 128 | 56 | 743 |
| Badli ... | 22 | 51 | 9 | 122 | 806 | Ghaggar ... | 147 | 133 | 134 | 63 | 750 |
| Narela ... | 29 | 58 | 16 | 129 | 801 | Chandigarh ... | 157 | 142 | 144 | 72 | 759 |
| Sonepat ... | 40 | 69 | 27 | 140 | 790 | Kalka ... | 166 | 151 | 153 | 81 | 768 |
| | | | | | | | 176 | 161 | 163 | 91 | 778 |

(a) Traffic between these stations and stations on the E. I. Ry. and via is treated as local to the E. I. Ry.

* Not open for Coal in full wagon loads.

† Delhi Serai Rohilla is open for Loco. coal for the B. B. & C. I. Ry. only.

‡ Closed.

†† Open for Coal consigned to Military Officials.

§ Subzi Mundi station is open for goods traffic in full wagon loads only. Machinery, Mill stores, &c., for the mills situated at Subzi Mundi may be booked as smalls.

N. W. Ry.

Table of through rates per ton for Public coal, coke and patent fuel in full wagon loads at own risk from the undermentioned E. I. Ry. Colliery stations to the following stations on the N. W. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-----------------------|--------|--------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abbaspur ... | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | Via Saharanpur. |
| Abdul Hakim ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | Via Ghaziabad. |
| Abohar ... | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Adampur Doaba ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | Via Saharanpur. |
| Ahmadgarh ... | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Ajitwal ... | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Akalgarh ... | 11 9 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | " |
| Akbarwala ... | 12 5 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | Via Ghaziabad. |
| Akora Khattak ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | 13 0 | Via Saharanpur. |
| Alal ... | 10 3 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Alawalpur ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | " |
| Allahdino Sand ... | 13 11 | 13 11 | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| Ambala Cant. ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 14 | Via Saharanpur. |
| Ambala City ... | 9 12 | 9 12 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Amin ... | 9 12 | 9 12 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | Via Ghaziabad. |
| Amritsar ... | 10 12 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | Via Saharanpur. |
| Amruka ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | Via Ghaziabad. |
| Arain Road ... | 13 0 | 13 9 | 13 9 | 13 9 | 13 9 | 13 11 | 13 9 | " |
| Arif Wala ... | 11 9 | 11 9 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | " |
| Arewahan ... | 12 2 | 12 2 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | " |
| Asan ... | 9 7 | 9 9 | 9 9 | 9 9 | 9 9 | 9 12 | 9 9 | " |
| Asaudah ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | " |
| Atari ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Saharanpur. |
| Attock ... | 12 11 | 12 11 | 12 14 | 12 14 | 12 14 | 13 0 | 12 14 | " |
| Badah ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 0 | Via Ghaziabad. |
| Badami Bag ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | Via Saharanpur. |
| Baddowal ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Badin ... | 14 0 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | Via Ghaziabad. |
| Badli ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 5 | 9 5 | " |
| Bahadurgarh ... | 9 3 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | " |
| Bahadur Singhwala ... | 10 3 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Bahalke ... | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | Via Saharanpur. |
| Bahawalpur ... | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | Via Ghaziabad. |
| Bahram ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Bahram Hathian* ... | 14-4-6 | 14-4-6 | 14-6-6 | 14-6-6 | 14-6-6 | 14-8-6 | 14-6-6 | Via Ghaziabad. |
| Bahrnanwala ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | Via Saharanpur. |
| Bakhshan Khan ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | Via Ghaziabad. |
| Banga ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | Via Saharanpur. |
| Bannu† ... | 13 11 | 13 14 | 13 14 | 13 14 | 13 14 | 14 0 | 13 14 | " |
| Barara ... | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Barnala ... | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Basal ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 14 | 12 14 | 12 14 | " |
| Basirpur ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | Via Ghaziabad. |
| Bassi Pathanan ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | Via Saharanpur. |
| Batala ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Beas ... | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | " |

* These rates include a transhipment charge of Re. 0-4-6 per ton at Larkana.

† A transhipment charge of Re. 0-4-6 per ton at Marli Indus must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—(i) A surcharge of 12½ per cent. of the total freight charges, subject to the maximum of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| Stations | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dhodka | Jainti Siding | Route |
|-----------------------|----------|------------------------------------|---------------|------------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abbaspur ... | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | Via Saharanpur. |
| Abdul Hakim ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | Via Ghaziabad. |
| Abohar ... | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | 10 9 | 10 12 | " |
| Adampur Doaba ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Ahmadgarh ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | " |
| Ajitwal ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Akalgarh ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Akbarwala ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | Via Ghaziabad. |
| Akora Khattak ... | 12 11 | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | Via Saharanpur. |
| Alal ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Alawalpur ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Allahdino Sand ... | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | 13 9 | 13 11 | Via Ghaziabad. |
| Ambala Cant. ... | 9 9 | 9 9 | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | Via Saharanpur. |
| Ambala City ... | 9 12 | 9 12 | 9 12 | 9 9 | 9 9 | 9 9 | 9 12 | " |
| Amin ... | 9 12 | 9 12 | 9 12 | 9 9 | 9 9 | 9 9 | 9 12 | Via Ghaziabad. |
| Amritsar ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Amruka ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | Via Ghaziabad. |
| Arain Road ... | 13 7 | 13 7 | 13 7 | 13 7 | 13 7 | 13 7 | 13 7 | " |
| Arif Wala ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Arewahan ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Asan ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Asaudah ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Atari ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 14 | 10 14 | Via Saharanpur. |
| Attock ... | 12 11 | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 11 | " |
| Badah ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | Via Ghaziabad. |
| Badami Bag ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | Via Saharanpur. |
| Baddowal ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Badin ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Badli ... | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Bahadurgarh ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Bahadur Singhwala ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 3 | 10 3 | " |
| Bahalike ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 5 | Via Saharanpur. |
| Bahawalpur ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | Via Ghaziabad. |
| Bahram ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Bahram Hathlun* ... | 14-4-6 | 14-4-6 | 14-4-6 | 14-2-6 | 14-2-6 | 14-2-6 | 14-4-6 | Via Ghaziabad. |
| Bahrianwala ... | 11 2 | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Bakhshan Khan ... | 11 5 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Banga ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | Via Saharanpur. |
| Bannu† ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 9 | 13 11 | 13 11 | " |
| Barara ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 9 | " |
| Barnala ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | " |
| Basal ... | 12 11 | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Basirpur ... | 11 2 | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Bassi Pathanan ... | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | Via Saharanpur. |
| Batala ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Beas ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | " |

* These rates include a transshipment charge of Re. 0-4-6 per ton at Larkana.

† A transshipment charge of Re. 0-4-6 per ton at Marli Indus must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

Public Goal.

| Stations | Karnatar | Sitarampur | Shamdi | Kulti | Barakar | Mugma | Mugma West | Route |
|-------------------|----------|------------|--------|--------|---------|---------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abbaspur ... | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | Via Saharanpur. |
| Abdul Hakim | 12 2 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | Via Ghaziabad. |
| Abohar ... | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | " |
| Adampur Doaba | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Ahmadgarh | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | " |
| Ajitwal ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | " |
| Akalgarh ... | 11 9 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Akbarwala | 12 5 | 12 2 | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | Via Ghaziabad. |
| Akora Khattak | 12 14 | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | Via Saharanpur. |
| Alal ... | 10 3 | 10 0 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Alawalpur... | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Allahdino Sand | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | 13 7 | 13 7 | Via Ghaziabad. |
| Ambala Cant. | 9 12 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | Via Saharanpur. |
| Ambala City | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | " |
| Amin ... | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | Via Ghaziabad. |
| Amritsar ... | 10 12 | 10 9 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Amruka ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | Via Ghaziabad. |
| Arain Road | 13 7 | 13 4 | 13 7 | 13 4 | 13 4 | 13 4 | 13 4 | " |
| ArifWala | 11 9 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Arewahan | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Asan ... | 9 7 | 9 5 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Asaudah ... | 9 3 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Atari ... | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Attock ... | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Badah ... | 13 14 | 13 11 | 13 14 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Badami Bag | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Baddowal ... | 10 5 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Badin ... | 14 0 | 13 13 | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| Badli ... | 9 3 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | " |
| Bahadurgarh | 9 3 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Bahadur Singhwala | 10 3 | 10 0 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Bahalike ... | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Bahawalpur | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | Via Ghaziabad. |
| Bahram ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | Via Saharanpur |
| Bahram Hathlun* | 14-4-6 | 14-2-6 | 14-2-6 | 14-2-6 | 14-2-6 | 13 15-6 | 14-2-6 | Via Ghaziabad. |
| Bahrianwala | 11 5 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Bakhshan Khan | 11 7 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Banga ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 5 | Via Saharanpur. |
| Bannu† | 13 11 | 13 9 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Barara ... | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | " |
| Barnala ... | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | " |
| Basal ... | 12 11 | 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | " |
| Basirpur ... | 11 5 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Bassi Pathanan | 10 0 | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | Via Saharanpur. |
| Batala ... | 11 0 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Beas ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " |

* These rates include a transhipment charge of Re. 0-4-6 per ton at Larkana.

† A transhipment charge of Re. 0-4-6 per ton at Marli Indus must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Station | Kalobathn | Dhanbad | Kusunda, Jher- riah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-----------------------|-----------|---------|----------------------------------------------------|----------|-------------|-------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abbaspur ... | 11 7 | 11 5 | 11 7 | 11 12 | 11 12 | 11 14 | 11 12 | Via Saharanpur. |
| Abdul Hakim ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | Via Ghaziabad. |
| Abohar ... | 10 7 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Adampur Doaba ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Ahmadgarh ... | 10 0 | 9 14 | 10 0 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Ajitwal ... | 10 3 | 10 0 | 10 0 | 10 5 | 10 7 | 10 7 | 10 7 | " |
| Akalgarh ... | 11 5 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 9 | Via Saharanpur. |
| Akbarwala ... | 12 2 | 12 0 | 12 0 | 12 7 | 12 7 | 12 7 | 12 7 | Via Ghaziabad. |
| Akora Khattak ... | 12 9 | 12 7 | 12 7 | 12 14 | 12 14 | 12 14 | 12 14 | Via Saharanpur. |
| Alal ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Alawalpur... .. | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Allahdino Sand ... | 13 7 | 13 4 | 13 4 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Ambala Cant. ... | 9 7 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 12 | Via Saharanpur. |
| Ambala City ... | 9 7 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Amin ... | 9 7 | 9 5 | 9 7 | 9 12 | 9 12 | 9 14 | 9 12 | Via Ghaziabad. |
| Amritsar ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Amruka ... | 10 12 | 10 9 | 10 12 | 11 0 | 11 0 | 11 2 | 11 0 | Via Ghaziabad. |
| Arain Road ... | 13 4 | 13 2 | 13 2 | 13 9 | 13 9 | 13 9 | 13 7 | " |
| Arif Wala ... | 11 5 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 9 | " |
| Arewahan ... | 11 14 | 11 12 | 11 14 | 12 5 | 12 5 | 12 5 | 12 2 | " |
| Asan ... | 9 5 | 9 3 | 9 3 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Asaudah ... | 9 0 | 8 14 | 8 14 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Atari ... | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | Via Saharanpur. |
| Attock ... | 12 7 | 12 5 | 12 7 | 12 14 | 12 14 | 12 14 | 12 11 | " |
| Badah ... | 13 11 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Badami Bag ... | 10 12 | 10 9 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | Via Saharanpur. |
| Baddowal ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Badin ... | 13 11 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 0 | Via Ghaziabad. |
| Badli ... | 8 14 | 8 12 | 8 12 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Bahadurgarh ... | 8 14 | 8 14 | 8 14 | 9 5 | 9 5 | 9 5 | 9 3 | " |
| Bahadur Singhwala ... | 9 14 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 3 | " |
| Bahalike ... | 11 0 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 5 | Via Saharanpur. |
| Bahawalpur ... | 11 12 | 11 9 | 11 12 | 12 0 | 12 0 | 12 2 | 12 0 | Via Ghaziabad. |
| Bahram ... | 10 3 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Bahram Hathlun* ... | 13-15-6 | 13-15-6 | 13-13-6 | 14-4-6 | 14-4-6 | 14-6-6 | 14-4-6 | Via Ghaziabad. |
| Bahrianwala ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Bakhshan Khan ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | Via Ghaziabad. |
| Banga ... | 10 3 | 10 0 | 10 3 | 10 7 | 10 7 | 10 9 | 10 7 | Via Saharanpur. |
| Bannu† ... | 13 7 | 13 7 | 13 7 | 13 14 | 13 14 | 13 14 | 13 11 | " |
| Barara ... | 9 5 | 9 3 | 9 3 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Barnala ... | 10 0 | 9 14 | 10 0 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Basal ... | 12 7 | 12 5 | 12 5 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Basirpur ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Bassi Pathanan ... | 9 12 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | Via Saharanpur. |
| Batala ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Beas ... | 10 5 | 10 3 | 10 5 | 10 12 | 10 12 | 10 12 | 10 9 | " |

* These rates include a transshipment charge of Re. 0-4-6 per ton at Larkana.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N B." at page 604.

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangi | Route |
|-----------------------|--------|----------|--------|---------|----------|----------|----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abbaspur ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | 11 12 | Via Saharanpur. |
| Abdul Hakim ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | Via Ghaziabad. |
| Abohar ... | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | 10 12 | 10 12 | " |
| Adampur Doaba ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | Via Saharanpur. |
| Ahmadgarh ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 5 | 10 5 | " |
| Ajitwal ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Akargarh ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | Via Saharanpur. |
| Akbarwala ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 7 | Via Ghaziabad. |
| Akora Khattak ... | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 14 | 12 14 | Via Saharanpur. |
| Alal ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | " |
| Alawalpur ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Allahdino Sand ... | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | 13 11 | 13 11 | Via Ghaziabad. |
| Ambala Cant. ... | 9 12 | 9 12 | 9 9 | 9 9 | 9 9 | 9 12 | 9 12 | Via Saharanpur. |
| Ambala City ... | 9 12 | 9 12 | 9 12 | 9 9 | 9 9 | 9 12 | 9 12 | " |
| Amin ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 9 | 9 12 | 9 12 | Via Ghaziabad. |
| Amritsar ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | Via Saharanpur. |
| Amruka ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | Via Ghaziabad. |
| Arain Road ... | 13 7 | 13 7 | 13 7 | 13 7 | 13 7 | 13 7 | 13 9 | " |
| Arif Wala ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | " |
| Arewahan ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 5 | " |
| Asan ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | " |
| Asaudah ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 5 | " |
| Atari ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | Via Saharanpur. |
| Attock ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 9 | 12 11 | 12 14 | " |
| Badah ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 14 0 | 14 0 | Via Ghaziabad. |
| Badami Bag ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 2 | Via Saharanpur. |
| Baddowal ... | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | " |
| Badin ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | Via Ghaziabad. |
| Badli ... | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 3 | 9 3 | " |
| Bahadurgarh ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | " |
| Bahadur Singhwala ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | " |
| Bahalike ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 2 | 11 5 | 11 7 | Via Saharanpur. |
| Bahawalpur ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 0 | Via Ghaziabad. |
| Bahram ... | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | Via Saharanpur. |
| Bahram Hathiun* ... | 14-4-6 | 14-4-6 | 14-4-6 | 14-4-6 | 14-2-6 | 14-4-6 | 14-4-6 | Via Ghaziabad. |
| Bahrianwala ... | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Saharanpur. |
| Bakhshan Khan ... | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | Via Ghaziabad. |
| Banga ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 7 | Via Saharanpur. |
| Bannu† ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 14 | " |
| Barara ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 9 | 9 9 | " |
| Barnala ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 5 | 10 5 | " |
| Basal ... | 12 11 | 12 11 | 12 11 | 12 9 | 12 9 | 12 11 | 12 11 | " |
| Basirpur ... | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Ghaziabad. |
| Bassi Pathanan ... | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | Via Saharanpur. |
| Batala ... | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Beas ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 12 | " |

* These rates include a transshipment charge of Re. 0-4-6 per ton at Larkana.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. I terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Bhurkunda Siding | Ray | Route |
|-------------------|---------|----------------|-------------|---------|-------------|-----------|------------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abbaspur ... | 10 9 | 10 9 | 11 5 | 11 7 | 11 9 | 11 7 | 11 7 | 11 5 | Via Saharanpur. |
| Abdul Hakim | 11 2 | 11 2 | 11 12 | 11 14 | 12 0 | 12 0 | 12 0 | 11 12 | Via Ghaziabad. |
| Abohar ... | 9 9 | 9 9 | 10 5 | 10 5 | 10 9 | 10 7 | 10 7 | 10 5 | " |
| Adampur Doaba | 9 7 | 9 7 | 10 0 | 10 3 | 10 5 | 10 5 | 10 5 | 10 0 | Via Saharanpur |
| Ahmadgarh | 9 3 | 9 3 | 9 14 | 10 0 | 10 3 | 10 0 | 10 0 | 9 14 | " |
| Ajitwal ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 5 | 10 3 | 10 3 | 10 0 | " |
| Akalgah ... | 10 7 | 10 9 | 11 2 | 11 5 | 11 7 | 11 7 | 11 5 | 11 2 | Via Saharanpur. |
| Akbarwala | 11 5 | 11 5 | 11 14 | 12 0 | 12 2 | 12 2 | 12 2 | 11 14 | Via Ghaziabad. |
| Akora Khattak | 11 12 | 11 12 | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | 12 7 | Via Saharanpur. |
| Alal ... | 9 3 | 9 3 | 9 12 | 9 14 | 10 0 | 10 0 | 10 0 | 9 12 | " |
| Alawalpur... | 9 7 | 9 7 | 10 0 | 10 3 | 10 5 | 10 5 | 10 5 | 10 0 | " |
| Allahdino Sand | 12 9 | 12 9 | 13 4 | 13 4 | 13 9 | 13 7 | 13 7 | 13 4 | Via Ghaziabad. |
| Ambala Cant. | 8 10 | 8 10 | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 5 | Via Saharanpur. |
| Ambala City | 8 10 | 8 10 | 9 5 | 9 5 | 9 9 | 9 7 | 9 7 | 9 5 | " |
| Amin ... | 8 10 | 8 10 | 9 5 | 9 5 | 9 9 | 9 7 | 9 7 | 9 5 | Via Ghaziabad. |
| Amritsar ... | 9 12 | 9 12 | 10 5 | 10 7 | 10 9 | 10 9 | 10 9 | 10 5 | Via Saharanpur. |
| Amruka ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 12 | 10 12 | 10 9 | Via Ghaziabad. |
| Arain Road | 12 5 | 12 7 | 13 0 | 13 2 | 13 4 | 13 4 | 13 2 | 13 0 | " |
| Arif Wala ... | 10 7 | 10 9 | 11 2 | 11 5 | 11 7 | 11 7 | 11 5 | 11 2 | " |
| Arewahan | 11 0 | 11 0 | 11 12 | 11 14 | 12 0 | 11 14 | 11 14 | 11 12 | " |
| Asan ... | 8 7 | 8 7 | 9 0 | 9 3 | 9 5 | 9 5 | 9 5 | 9 0 | " |
| Asaudah ... | 8 3 | 8 3 | 8 14 | 8 14 | 9 0 | 9 0 | 9 0 | 8 12 | " |
| Atari ... | 9 12 | 9 12 | 10 7 | 10 9 | 10 12 | 10 12 | 10 9 | 10 7 | Via Saharanpur. |
| Attock ... | 11 9 | 11 9 | 12 5 | 12 7 | 12 9 | 12 7 | 12 7 | 12 5 | " |
| Badah ... | 12 14 | 12 14 | 13 7 | 13 9 | 13 11 | 13 11 | 13 11 | 13 7 | Via Ghaziabad. |
| Badami Bag | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 12 | 10 12 | 10 9 | Via Saharanpur. |
| Baddowal ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 9 12 | " |
| Badin ... | 12 14 | 13 0 | 13 9 | 13 11 | 13 13 | 13 13 | 13 11 | 13 9 | Via Ghaziabad. |
| Badli ... | 8 1 | 8 1 | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | " |
| Bahadurgarh | 8 1 | 8 3 | 8 12 | 8 14 | 9 0 | 9 0 | 8 14 | 8 12 | " |
| Bahadur Singhwala | 9 0 | 9 0 | 9 12 | 9 14 | 10 0 | 10 9 | 9 14 | 9 12 | " |
| Bahalike ... | 10 3 | 10 3 | 10 14 | 11 0 | 11 2 | 11 2 | 11 0 | 10 14 | Via Saharanpur. |
| Bahawalpur | 10 14 | 10 14 | 11 9 | 11 9 | 11 14 | 11 12 | 11 12 | 11 9 | Via Ghaziabad. |
| Bahram ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | 10 0 | Via Saharanpur. |
| Bahram Hathion* | 13-2-6 | 13-2-6 | 13-13-6 | 13-15-6 | 14-2-6 | 13-15-6 | 13-15-6 | 13-13-6 | Via Ghaziabad. |
| Bahrianwala | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 14 | Via Saharanpur. |
| Bakhshaj Khan | 10 5 | 10 5 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 0 | Via Ghaziabad. |
| Banga ... | 9 5 | 9 5 | 10 0 | 10 3 | 10 5 | 10 3 | 10 3 | 10 0 | Via Saharanpur. |
| Bannu† | 12 9 | 12 9 | 13 4 | 13 7 | 13 9 | 13 9 | 13 7 | 13 4 | " |
| Barara ... | 8 7 | 8 7 | 9 3 | 9 3 | 9 7 | 9 5 | 9 5 | 9 3 | " |
| Barnala ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 3 | 10 0 | 10 0 | 9 14 | " |
| Basal ... | 11 9 | 11 9 | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 5 | " |
| Basirpur ... | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 14 | Via Ghaziabad. |
| Bassi Pathanan | 8 14 | 8 14 | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 9 | Via Saharanpur |
| Batala* | 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 7 | " |
| Beas ... | 9 7 | 9 7 | 10 3 | 10 5 | 10 7 | 10 5 | 10 5 | 10 3 | " |

* These rates include a transshipment charge of Re. 0-4-6 per ton at Larkana.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Pandhra | Route |
|----------------------|--------|--------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Begowala Ghartal ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Saharanpur. |
| Bhagtanwala ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | " |
| Bhakkar ... | 13 0 | 13 0 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | " |
| Bhalwal ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Bhan Sayadabad ... | 14 4 | 14 7 | 14 7 | 14 7 | 14 7 | 14 9 | 14 7 | Via Ghaziabad. |
| Bhatinda ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Bhaun ... | 12 7 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | Via Saharanpur. |
| Bhera ... | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Bhiria Road ... | 13 14 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 0 | Via Ghaziabad. |
| Bhila Hithar ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Bhitshah ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 0 | " |
| Bhogpur Sirwal ... | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Bholari ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| Bhoe Asal ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Bhuchchu ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | " |
| Bilga ... | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | Via Saharanpur. |
| Brocho Bagh ... | 14 0 | 14 0 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | Via Ghaziabad. |
| Bubak Road ... | 14 4 | 14 7 | 14 7 | 14 7 | 14 7 | 14 9 | 14 7 | " |
| Bucheri ... | 14 2 | 14 4 | 14 4 | 14 4 | 14 4 | 14 7 | 14 4 | " |
| Buchiaana ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Saharanpur. |
| Budha Khera ... | 9 9 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 12 | Via Ghaziabad. |
| Budhlada ... | 10 0 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 3 | " |
| Burhan ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 11 | 12 11 | Via Saharanpur. |
| Butari ... | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | " |
| Campbellpur ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 14 | 12 11 | " |
| Chah Nurmohammad ... | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Ghaziabad. |
| Chak Amrun ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | Via Saharanpur. |
| Chak Jhumra ... | 11 9 | 11 9 | 11 12 | 11 12 | 11 5 | 11 12 | 11 12 | " |
| Chakwal ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | " |
| Chak Lala ... | 12 5 | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Chananwalla ... | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | Via Ghaziabad. |
| Chandigarh ... | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 0 | Via Saharanpur. |
| Changa Manga ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Chappar Rift ... | 15 2 | 15 4 | 15 4 | 15 4 | 15 4 | 15 6 | 15 4 | " |
| Chaudri ... | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Chawapail ... | 10 0 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 3 | Via Saharanpur. |
| Chawinda ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | " |
| Chhab ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | " |
| Chheharta ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Chhina ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Chhintanwala ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 3 | " |
| Chichawatni Road ... | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | Via Ghaziabad. |
| Chichoki Mallian ... | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Saharanpur. |
| Chiharu ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Chillianwala ... | 11 12 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " |
| Chiniot ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (I) and (II) under "N.B." at page 604.

| Stations. | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhodka | Jainti Siding | Route |
|----------------------|----------|-----------------------------------------|---------------|-----------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Begowala Ghartal ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| Bhagtanwala ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Bhakkar ... | 13 0 | 13 0 | 13 0 | 12 14 | 12 14 | 12 14 | 13 0 | " |
| Bhalwal ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Bhan Sayadabad ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | Via Ghaziabad. |
| Bhatinda ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Bhaun ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 7 | Via Saharanpur. |
| Bhera ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Bhiria Road ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | Via Ghaziabad. |
| Bhila Hithar ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Bhitshah ... | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | " |
| Bhogpur Sirwal ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | Via Saharanpur. |
| Bholari ... | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | Via Ghaziabad. |
| Bhoe Asal ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Bhuchchu ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | " |
| Bilga ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | Via Saharanpur. |
| Brocho Bagh ... | 14 0 | 14 0 | 14 0 | 13 13 | 13 13 | 13 13 | 14 0 | Via Ghaziabad. |
| Bubak Road ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 2 | 14 4 | 14 4 | " |
| Bucheri ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 0 | 14 2 | 14 2 | " |
| Buchiana ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 7 | 11 7 | Via Saharanpur. |
| Budha Khera ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | Via Ghaziabad. |
| Budhlada ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Burhan ... | 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | Via Saharanpur. |
| Butari ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Campbellpur ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Chah Nurmohammad ... | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | Via Ghaziabad. |
| Chak Amrun ... | 11 2 | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Chak Jhumra ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | " |
| Chakwal ... | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Chak Lala ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Chananwalla ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | Via Ghaziabad. |
| Chandigarh ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 12 | 9 14 | 9 14 | Via Saharanpur. |
| Changa Manga ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Chappar Rift ... | 15 2 | 15 2 | 15 2 | 15 2 | 15 0 | 15 0 | 15 2 | " |
| Chaudri ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 5 | " |
| Chawapail ... | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 10 0 | 10 0 | Via Saharanpur. |
| Chawinda ... | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Chhab ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Chheharta ... | 10 12 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Chhina ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | " |
| Chhintanwala ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Chichawatni Road ... | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | Via Ghaziabad. |
| Chichoki Mallian ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | Via Saharanpur. |
| Chlheru ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Chillianwala ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | 11 12 | " |
| Chiniote ... | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Stations. | Karmatar | Sitarampur | Shamdh | Kulti | Barakar | Mugma | Mugma West | Route |
|----------------------|----------|------------|--------|--------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Begowala Ghartal ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Bhagtanwala ... | 10 12 | 10 9 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Bhakkar ... | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | 12 11 | 12 11 | " |
| Bhalwal ... | 12 2 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Bhan Sayadabad ... | 14 4 | 14 2 | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Bhatinda ... | 10 7 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Bhaun ... | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | Via Saharanpur. |
| Bhera ... | 12 0 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Bhirlia Road ... | 13 14 | 13 11 | 13 14 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Bhila Hithar ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Bhitshah ... | 13 13 | 13 11 | 13 13 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Bhogpur Sirwa ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | Via Saharanpur. |
| Bholari ... | 13 11 | 13 9 | 13 9 | 13 9 | 13 7 | 13 7 | 13 7 | Via Ghaziabad. |
| Bhoe Asal ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Bhuchchu ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Bilga ... | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | Via Saharanpur. |
| Brocho Bagh ... | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | 13 11 | 13 11 | Via Ghaziabad. |
| Bubak Road ... | 14 4 | 14 2 | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | " |
| Bucheri ... | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | " |
| Buchiana ... | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Budha Khera ... | 9 9 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | Via Ghaziabad. |
| Budhlada ... | 10 0 | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Burhan ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 5 | Via Saharanpur. |
| Butari ... | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Campbellpur ... | 12 9 | 12 7 | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Chah Nurmohammad ... | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | Via Ghaziabad. |
| Chak Amrun ... | 11 5 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Chak Jhumra ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | " |
| Chakwal ... | 12 7 | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | " |
| Chak Lala ... | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | " |
| Chananwalla ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |
| Chandigarh ... | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | Via Saharanpur. |
| Changa Manga ... | 11 2 | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |
| Chappar Rift ... | 15 2 | 15 0 | 15 0 | 15 0 | 15 0 | 15 0 | 15 0 | " |
| Chaudri ... | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | " |
| Chawapail ... | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | Via Saharanpur. |
| Chawinda ... | 11 5 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | " |
| Chhab ... | 13 0 | 12 14 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Chheharta ... | 10 14 | 10 12 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Chhina ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | " |
| Chhintanwala ... | 10 0 | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Chichawatni Road ... | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | Via Ghaziabad. |
| Chichoki Mallian ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | Via Saharanpur. |
| Chniheru ... | 10 5 | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Chillianwala ... | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Chiniot ... | 11 12 | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Stations. | Kalobathn | Dhanbad | Kusunda, Jhar- riah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|----------------------|-----------|---------|----------------------------------------------------|----------|-------------|-------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Begowala Ghartal ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | Via Saharanpur. |
| Bhagtanwala ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Bhakkar ... | 12 11 | 12 9 | 12 11 | 13 0 | 13 0 | 13 2 | 13 0 | " |
| Bhalwal ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Bhan Sayadabad ... | 14 2 | 14 0 | 14 0 | 14 7 | 14 7 | 14 7 | 14 4 | Via Ghaziabad. |
| Bhatinda ... | 10 3 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Bhaun ... | 12 2 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 7 | Via Saharanpur. |
| Bhera ... | 11 12 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 0 | " |
| Bhiria Road ... | 13 11 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 13 14 | Via Ghaziabad. |
| Bhila Hithar ... | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | " |
| Bhitshah ... | 13 11 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 14 0 | " |
| Bhogpur Sirwal ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Bholari ... | 13 7 | 13 4 | 13 4 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Bhoe Asal ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Bhuchchu ... | 10 3 | 10 0 | 10 3 | 10 9 | 10 9 | 10 9 | 10 7 | " |
| Bilga ... | 10 0 | 9 14 | 10 0 | 10 7 | 10 7 | 10 7 | 10 5 | Via Saharanpur. |
| Brocho Bagh ... | 13 11 | 13 9 | 13 11 | 14 0 | 14 0 | 14 2 | 14 0 | Via Ghaziabad. |
| Bubak Road ... | 14 0 | 14 0 | 14 0 | 14 7 | 14 7 | 14 7 | 14 4 | " |
| Bucheri ... | 13 13 | 13 13 | 13 13 | 14 4 | 14 4 | 14 4 | 14 2 | " |
| Buchiana ... | 11 2 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 7 | Via Saharanpur. |
| Budha Khera ... | 9 7 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 12 | Via Ghaziabad. |
| Budhlada ... | 9 14 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Burhan ... | 12 5 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 9 | Via Saharanpur. |
| Butari ... | 10 7 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Campbellpur ... | 12 7 | 12 5 | 12 5 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Chah Nurmohammad ... | 11 2 | 11 0 | 11 2 | 11 7 | 11 7 | 11 9 | 11 7 | Via Ghaziabad. |
| Chak Amrun ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Chak Jhumra ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Chakwal ... | 12 2 | 12 0 | 12 0 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Chak Lala ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Chananwalla ... | 10 12 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | Via Ghaziabad. |
| Chandigarh ... | 9 9 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 9 14 | Via Saharanpur. |
| Changa Manga ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Chappar Rift ... | 14 13 | 14 13 | 14 13 | 15 4 | 15 4 | 15 4 | 15 2 | " |
| Chaudri ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Chawapail ... | 9 12 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 0 | Via Saharanpur. |
| Chawinda ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Chhab ... | 12 11 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Chheharta ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Chhina ... | 10 12 | 10 9 | 10 12 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Chhintanwala ... | 9 14 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Chichawatni Road ... | 11 7 | 11 5 | 11 7 | 11 12 | 11 12 | 11 14 | 11 12 | Via Ghaziabad. |
| Chichoki Mallian ... | 10 14 | 10 12 | 10 14 | 11 2 | 11 2 | 11 5 | 11 2 | Via Saharanpur. |
| Chlheru ... | 10 3 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Chilianwala ... | 11 7 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 12 | " |
| Chinlot ... | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604

| Stations. | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-----------------------|--------|----------|--------|---------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Begowala Ghartal ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | Via Saharanpur. |
| Bhagtanwala ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 14 | " |
| Bhakkar ... | 13 0 | 13 0 | 13 0 | 13 0 | 12 14 | 13 0 | 13 0 | " |
| Bhalwal ... | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | " |
| Bhan Sayadabad ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | 14 7 | Via Ghaziabad. |
| Bhatinda ... | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Bhaun ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 5 | 12 7 | 12 9 | Via Saharanpur. |
| Bhera ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Bhiria Road ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 14 0 | Via Ghaziabad. |
| Bhila Hithar ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | " |
| Bhitshah ... | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 14 0 | 14 0 | " |
| Bhogpur Sirwal ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Bholari ... | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | 13 11 | 13 11 | Via Ghaziabad. |
| Bhoe Asal ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Bhuchchu ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 9 | " |
| Bilga ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 5 | 10 7 | Via Saharanpur. |
| Brocho Bagh ... | 14 0 | 14 0 | 14 0 | 14 0 | 13 13 | 14 0 | 14 0 | Via Ghaziabad. |
| Bubak Road ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | 14 7 | " |
| Bucheri ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | 14 4 | " |
| Buchiana ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | Via Saharanpur. |
| Budha Khara ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 12 | Via Ghaziabad. |
| Budhlada ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | " |
| Burhan ... | 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 9 | 12 9 | Via Saharanpur. |
| Butari ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | " |
| Campbellpur ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 11 | " |
| Chah Nurmohammad ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 7 | 11 7 | Via Ghaziabad. |
| Chak Amrun ... | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Saharanpur. |
| Chak Jhumra ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Chakwal ... | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 7 | 12 7 | " |
| Chak Lala ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Chananwalla ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | Via Ghaziabad. |
| Chandigarh ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | Via Saharanpur. |
| Changa Manga ... | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | Via Ghaziabad. |
| Chappar Rift ... | 15 2 | 15 2 | 15 2 | 15 2 | 15 0 | 15 2 | 15 4 | " |
| Chaudri ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Chawapail ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | Via Saharanpur. |
| Chawinda ... | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 5 | 11 5 | " |
| Chhab ... | 12 14 | 13 0 | 12 14 | 12 14 | 12 14 | 13 0 | 13 0 | " |
| Chheharta ... | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 14 | 10 14 | " |
| Chhina ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | " |
| Chhintanwala ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | " |
| Chichawatni Road ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | 11 12 | Via Ghaziabad. |
| Chichokli Mallian ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 2 | Via Saharanpur. |
| Chiheru ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Chillianwala ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | " |
| Chinlot ... | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Bhurkunda Siding | Ray | Route |
|----------------------|---------|----------------|-------------|--------|-------------|-----------|------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Begowala Ghartal ... | 10 7 | 10 7 | 11 0 | 11 2 | 11 5 | 11 5 | 11 5 | 11 0 | Via Saharanpur. |
| Bhagtanwala ... | 9 12 | 9 12 | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 5 | " |
| Bhakkar ... | 11 14 | 11 14 | 12 9 | 12 9 | 12 14 | 12 11 | 12 11 | 12 9 | " |
| Bhalwal ... | 11 0 | 11 0 | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 11 9 | " |
| Bhan Sayadabad ... | 13 2 | 13 4 | 13 14 | 14 0 | 14 2 | 14 2 | 14 0 | 13 13 | Via Ghaziabad. |
| Bhatinda ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | 9 14 | " |
| Bhaun ... | 11 5 | 11 5 | 12 0 | 12 2 | 12 5 | 12 5 | 12 2 | 12 0 | Via Saharanpur. |
| Bhera ... | 10 14 | 11 0 | 11 9 | 11 12 | 11 14 | 11 14 | 11 12 | 11 9 | " |
| Bhiria Road ... | 12 11 | 12 14 | 13 7 | 13 9 | 13 11 | 13 11 | 13 9 | 13 7 | Via Ghaziabad. |
| Bhila Hithar ... | 9 12 | 9 14 | 10 7 | 10 9 | 10 12 | 10 12 | 10 9 | 10 7 | " |
| Bhitshah ... | 12 14 | 12 14 | 13 7 | 13 9 | 13 11 | 13 11 | 13 11 | 13 7 | " |
| Bhogpur Sirwal ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 7 | 10 5 | 10 5 | 10 3 | Via Saharanpur. |
| Bholari ... | 12 9 | 12 9 | 13 4 | 13 4 | 13 7 | 13 7 | 13 7 | 13 4 | Via Ghaziabad. |
| Bhoe Asal ... | 10 0 | 10 0 | 10 9 | 10 12 | 10 14 | 10 14 | 10 14 | 10 9 | " |
| Bhuchchu ... | 9 5 | 9 5 | 10 0 | 10 3 | 10 5 | 10 3 | 10 3 | 10 0 | " |
| Bilga ... | 9 3 | 9 3 | 9 14 | 10 0 | 10 3 | 10 0 | 10 0 | 9 14 | Via Saharanpur. |
| Brocho Bagh ... | 12 14 | 12 14 | 13 9 | 13 11 | 13 13 | 13 11 | 13 11 | 13 9 | Via Ghaziabad. |
| Bubak Road ... | 13 2 | 13 2 | 13 13 | 14 0 | 14 2 | 14 2 | 14 0 | 14 0 | " |
| Bucheri ... | 13 0 | 13 0 | 13 11 | 13 13 | 14 0 | 14 0 | 13 12 | 13 11 | " |
| Buchiana ... | 10 5 | 10 5 | 11 2 | 11 2 | 11 5 | 11 5 | 11 2 | 11 0 | Via Saharanpur. |
| Budha Khara ... | 8 10 | 8 10 | 9 3 | 9 5 | 9 7 | 9 7 | 9 7 | 9 3 | Via Ghaziabad. |
| Budhlada ... | 9 0 | 9 0 | 9 9 | 9 12 | 9 14 | 9 14 | 9 14 | 9 9 | " |
| Burhan ... | 11 7 | 11 7 | 12 2 | 12 2 | 12 5 | 12 5 | 12 5 | 12 2 | Via Saharanpur. |
| Butari ... | 9 9 | 9 9 | 10 3 | 10 5 | 10 7 | 10 7 | 10 7 | 10 3 | " |
| Campbellpur ... | 11 9 | 11 9 | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 2 | " |
| Chah Nurmohammad ... | 10 5 | 10 5 | 11 0 | 11 0 | 11 5 | 11 2 | 11 2 | 11 0 | Via Ghaziabad. |
| Chak Amrun ... | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 14 | Via Saharanpur. |
| Chak Jhumra ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 7 | 11 5 | 11 5 | 11 2 | " |
| Chakwal ... | 11 5 | 11 5 | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 0 | " |
| Chak Lala ... | 11 2 | 11 2 | 11 14 | 11 14 | 12 2 | 12 0 | 12 0 | 11 14 | " |
| Chananwalla ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 14 | 10 12 | 10 9 | Via Ghaziabad. |
| Chandigarh ... | 8 12 | 8 12 | 9 7 | 9 9 | 9 12 | 9 12 | 9 9 | 9 7 | Via Saharanpur. |
| Changa Manga ... | 10 0 | 10 0 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 10 12 | Via Ghaziabad. |
| Chappar Rift ... | 14 0 | 14 0 | 14 11 | 14 13 | 15 6 | 15 0 | 14 13 | 14 11 | " |
| Chaudri ... | 11 2 | 11 2 | 11 14 | 11 14 | 12 2 | 12 0 | 12 0 | 11 14 | " |
| Chawapail ... | 8 14 | 8 14 | 9 9 | 9 12 | 9 14 | 9 14 | 9 12 | 9 9 | Via Saharanpur. |
| Chawinda ... | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 14 | " |
| Chhab ... | 11 14 | 11 14 | 12 9 | 12 9 | 12 11 | 12 11 | 12 11 | 12 7 | " |
| Chheharta ... | 9 12 | 9 12 | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 7 | " |
| Chhina ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 12 | 10 12 | 10 9 | " |
| Chhintanwala ... | 9 0 | 9 0 | 9 12 | 9 12 | 9 14 | 9 14 | 9 14 | 9 9 | " |
| Chichawatni Road ... | 10 9 | 10 9 | 11 5 | 11 7 | 11 9 | 11 7 | 11 7 | 11 5 | Via Ghaziabad. |
| Chichoki Mallian ... | 10 0 | 10 0 | 10 12 | 10 14 | 11 0 | 10 14 | 10 14 | 10 12 | Via Saharanpur. |
| Chilheru ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | 9 14 | " |
| Chillianwala ... | 10 9 | 10 2 | 11 5 | 11 7 | 11 9 | 11 9 | 11 7 | 11 2 | " |
| Chinlet ... | 10 9 | 10 9 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | 11 5 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.-W. Ry. terminal charge of Re. 0-2-0 per ton.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchira | Route. |
|-----------------------------|--------|--------|-------------|-------------|----------------|------------|----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Chuharkana ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| Chund ... | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | " |
| Chutiana ... | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Dabheji ... | 14 2 | 14 2 | 14 4 | 14 4 | 14 4 | 14 7 | 14 4 | Via Ghaziabad. |
| Darbela ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 0 | " |
| Dad Fatihana ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 14 | " |
| Dadu ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 7 | 14 7 | 14 7 | " |
| Dagru ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | Via Saharanpur. |
| Darya Khan ... | 12 14 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | " |
| Dasuya ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | " |
| Daulatpur Safan ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | 14 7 | 14 4 | Via Ghaziabad. |
| Daur ... | 14 2 | 14 2 | 14 2 | 14 4 | 14 4 | 14 4 | 14 4 | " |
| Delhi Kishanganj ... | 9 0 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 3 | " |
| Delhi Sadfar Jung ... | 9 3 | 9 3 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Delhi Serai Rohilla (a) ... | 9 1 | 9 1 | 9 1 | 9 1 | 9 1 | 9 3 | 9 1 | " |
| Delhi Shahdara ... | 9 0 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 3 | " |
| Via Delhi Shahdara (b) ... | 8 14 | 9 1 | 9 1 | 9 1 | 9 1 | 9 3 | 9 1 | " |
| Deoband ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | " |
| Derababa Nanak ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | Via Saharanpur. |
| Dera Nawab Sahib ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | Via Ghaziabad. |
| Dhaban Singh ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | Via Saharanpur. |
| Dhablan ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | " |
| Dhansu ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | Via Ghaziabad. |
| Dhariwal ... | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | Via Saharanpur. |
| Dhaunkal ... | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Dhilwan ... | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | " |
| Dhirpur ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | Via Ghaziabad. |
| Dhudial ... | 12 5 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | Via Saharanpur. |
| Dhulkot ... | 9 12 | 9 12 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | " |
| Dhuniwala ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | Via Ghaziabad. |
| Dhuri ... | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | Via Saharanpur. |
| Dina ... | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | " |
| Dinanagar ... | 11 2 | 11 2 | 11 5 | 11 5 | 11 6 | 11 7 | 11 5 | " |
| Dinga ... | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Domeli ... | 11 14 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " |
| Doraha ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 3 | " |
| Durgal ... | 13 2 | 13 2 | 13 4 | 13 4 | 13 4 | 13 7 | 13 4 | " |
| Eminabad ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | " |
| Faridkot ... | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | Via Ghaziabad. |
| Fazilka ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Fatehjang ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | Via Saharanpur. |
| Fatehgarh Churian ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Ferozepore Cantt. ... | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | Via Ghaziabad. |
| Ferozepore City ... | 10 12 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | " |
| Ferozeshah ... | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | Via Saharanpur. |
| Fort Abbas ... | 11 9 | 11 9 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

(a) These rates apply to B. B. & C. I. Ry. Loco. Coal and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton only.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalpahar i | Asansol | Dhaka | Jainti Siding | Route. |
|-----------------------------|----------|------------------------------------------|---------------|------------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Chuharkana ... | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 5 | Via Saharanpur. |
| Chund ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 2 | " |
| Chutiana ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Dabheji ... | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | 14 0 | 14 2 | Via Ghaziabad. |
| Darbela ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | " |
| Dad Fatihana ... | 11 9 | 11 9 | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Dadu ... | 14 4 | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | " |
| Dagru ... | 10 7 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Darya Khan ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Dasuya ... | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Daulatpur Safan ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Daur ... | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | " |
| Delhi Kishanganj ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Delhi Safdar Jung ... | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 3 | " |
| Delhi Serai Rohilla (a) ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Delhi Shahdara ... | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 9 0 | " |
| Via Delhi Shahdara (b) ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 14 | " |
| Deoband ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Derababa Nanak ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | Via Saharanpur. |
| Dera Nawab Sahib ... | 12 0 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | Via Ghaziabad. |
| Dhaban Singh ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Dhablan ... | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Dhansu ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | Via Ghaziabad. |
| Dhariwal ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | Via Saharanpur. |
| Dhaunkal ... | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | " |
| Dhilwan ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | " |
| Dhirpur ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | Via Ghaziabad. |
| Dhudial ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 2 | 12 5 | 12 5 | Via Saharanpur. |
| Dhulkot ... | 9 12 | 9 12 | 9 12 | 9 9 | 9 9 | 9 9 | 9 12 | " |
| Dhuniwala ... | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Dhuri ... | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 3 | Via Saharanpur. |
| Dina ... | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Dinanagar ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Dinga ... | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | " |
| Domeli ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 14 | " |
| Doraha ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Durgal ... | 13 2 | 13 2 | 13 2 | 13 0 | 13 0 | 13 0 | 13 2 | " |
| Eminabad ... | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Faridkot ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | Via Ghaziabad. |
| Fazilka ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Fatehjang ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | Via Saharanpur. |
| Fatehgarh Churian ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Ferozepore Cantt. ... | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | 10 9 | 10 12 | Via Ghaziabad. |
| Ferozepore City ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | 10 12 | " |
| Ferozesfah ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Fort Abbas ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

(a) These rates apply to B. B. & C. I. Ry. Loco. Coal and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton only.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Station | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugna | Mugna West | Route. |
|-------------------------|----------|------------|---------|--------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Chuharkana ... | 11 5 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Chund ... | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Chutiana ... | 12 0 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Dabheji ... | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | 13 13 | 13 13 | Via Ghaziabad. |
| Darbela ... | 13 14 | 13 11 | 13 14 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Dad Fatihana ... | 11 12 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Dadu ... | 14 4 | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | 14 0 | " |
| Dagru ... | 10 9 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Darya Khan ... | 12 14 | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Dasuya ... | 10 12 | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | " |
| Daulatpur Safan ... | 14 2 | 14 0 | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Daur ... | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | 13 14 | 13 14 | " |
| Delhi Kishanganj ... | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Delhi Safdar Jung ... | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | " |
| Delhi Serai Rohilla (a) | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | " |
| Delhi Shahdara ... | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Via Delhi Shahdara (b) | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | " |
| Deoband ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | " |
| Derababa Nanak ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Dera Nawab Sahib ... | 12 2 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | Via Ghaziabad. |
| Dhaban Singh ... | 11 5 | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Dhablan ... | 10 0 | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | " |
| Dhansu ... | 10 5 | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | Via Ghaziabad. |
| Dhariwal ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Dhaunkal ... | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | " |
| Dhilwan ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | " |
| Dhirpur ... | 9 12 | 9 9 | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | Via Ghaziabad. |
| Dhudial ... | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | Via Saharanpur. |
| Dhulkot ... | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | " |
| Dhuniwala ... | 11 5 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Dhuri ... | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | Via Saharanpur. |
| Dina ... | 11 14 | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | " |
| Dinanagar ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | " |
| Dinga ... | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | " |
| Domeli ... | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Doraha ... | 10 0 | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Durgai ... | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Eminabad ... | 11 5 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | " |
| Faridkot ... | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Ghaziabad. |
| Fazilka ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Fatehjang ... | 12 7 | 12 5 | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | Via Saharanpur. |
| Fatehgarh Churian ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Ferozepore Cantt. ... | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | Via Ghaziabad. |
| Ferozepore City ... | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Ferozeshah ... | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Fort Abbas ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

(a) These rates apply to B. B. & C. I. Ry. Loco. Coal and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton only.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Kaloobathan | Dhanbad | Kusunda, Jherriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route. |
|-----------------------------|-------------|---------|--------------------------------------------|----------|-------------|----------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Chuharkana ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Chund ... | 11 14 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 2 | " |
| Chutiana ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Dabheji ... | 13 13 | 13 11 | 13 13 | 14 2 | 14 2 | 14 4 | 14 2 | Via Ghaziabad. |
| Darbela ... | 13 11 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 14 0 | " |
| Dad Fatihana ... | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Dadu ... | 14 0 | 13 14 | 13 14 | 14 4 | 14 4 | 14 4 | 14 4 | " |
| Dagru ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Darya Khan ... | 12 11 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Dasuya ... | 10 7 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Daulatpur Safan ... | 14 0 | 13 14 | 13 14 | 14 4 | 14 4 | 14 4 | 14 4 | Via Ghaziabad. |
| Daur ... | 13 14 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 2 | " |
| Delhi Kishanganj ... | 8 14 | 8 12 | 8 12 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Delhi Safdar Jung ... | 8 14 | 8 12 | 8 12 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Delhi Serai Rohilla (a) ... | 8 12 | 8 10 | 8 10 | 9 1 | 9 1 | 9 1 | 9 1 | " |
| Delhi Shahdara ... | 8 12 | 8 12 | 8 12 | 9 3 | 9 3 | 9 3 | 9 0 | " |
| Via Delhi Shahdara (b) ... | 8 10 | 8 10 | 8 10 | 9 1 | 9 1 | 9 1 | 8 14 | " |
| Deoband ... | 9 3 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Derababa Nanak ... | 10 12 | 10 9 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | Via Saharanpur. |
| Dera Nawab Sahib ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | Via Ghaziabad. |
| Dhaban Singh ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| Dhablan ... | 9 12 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Dhansu ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | Via Ghaziabad. |
| Dhariwal ... | 10 12 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | Via Saharanpur. |
| Dhaunkal ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Dhilwan ... | 10 5 | 10 3 | 10 5 | 10 9 | 10 9 | 10 12 | 10 9 | " |
| Dhirpur ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | Via Ghaziabad. |
| Dhudial ... | 12 0 | 12 0 | 12 0 | 12 7 | 12 7 | 12 7 | 12 5 | Via Saharanpur. |
| Dhulkot ... | 9 7 | 9 5 | 9 7 | 9 12 | 9 12 | 9 14 | 9 12 | " |
| Dhuniwala ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Dhuri ... | 9 14 | 9 12 | 9 14 | 10 3 | 10 3 | 10 5 | 10 3 | Via Saharanpur. |
| Dina ... | 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Dinanagar ... | 10 14 | 10 12 | 10 14 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Dinga ... | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Domeli ... | 11 9 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 11 14 | " |
| Doraha ... | 9 14 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Durgai ... | 12 14 | 12 11 | 12 14 | 13 4 | 13 4 | 13 4 | 13 2 | " |
| Eminabad ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Faridkot ... | 10 5 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 9 | Via Ghaziabad. |
| Fazilka ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Fatehjang ... | 12 5 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 9 | Via Saharanpur. |
| Fatehgarh Churian ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 10 14 | 10 14 | " |
| Ferozepore Cantt. ... | 10 7 | 10 5 | 10 7 | 10 12 | 10 12 | 10 14 | 10 12 | Via Ghaziabad. |
| Ferozepore City ... | 10 7 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 12 | " |
| Ferozeshah ... | 10 7 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Fort Abbas ... | 11 5 | 11 2 | 11 5 | 11 9 | 11 9 | 11 12 | 11 9 | Via Ghaziabad. |

* Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

(a) These rates apply to B. B. & C. I. Ry. Loco. Coal and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton only.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route. |
|-------------------------|--------|----------|--------|---------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Chuharkana ... | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Saharanpur. |
| Chund ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 5 | " |
| Chutiana ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Dabheji ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 0 | 14 2 | 14 2 | Via Ghaziabad. |
| Darbela ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 14 0 | 14 0 | " |
| Dad Fatihana ... | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | " |
| Dadu ... | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | 14 4 | 14 4 | " |
| Dagru ... | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Darya Khan ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | " |
| Dasuya ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 12 | 10 12 | " |
| Daulatpur Safan ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 4 | Via Ghaziabad. |
| Daur ... | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | 14 2 | 14 2 | " |
| Delhi Kishanganj ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 3 | 9 3 | " |
| Delhi Safdar Jung ... | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 3 | 9 3 | " |
| Delhi Serai Rohilla (a) | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 1 | 9 1 | " |
| Delhi Shahdara ... | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 9 0 | 9 3 | " |
| Via Delhi Shahdara (b) | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 14 | 9 1 | " |
| Deoband ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 7 | 8 7 | " |
| Derababa Nanak ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 2 | Via Saharanpur. |
| Dera Nawab Sahib ... | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | Via Ghaziabad. |
| Dnaban Singh ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | Via Saharanpur. |
| Dhablan ... | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Dhansu ... | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | Via Ghaziabad. |
| Dhariwal ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | Via Saharanpur. |
| Dhanukal ... | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 7 | 11 7 | " |
| Dhilwan ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 9 | " |
| Dhirpur ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 14 | Via Ghaziabad. |
| Dhudial ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | Via Saharanpur. |
| Dhulkot ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 9 | 9 12 | 9 12 | " |
| Dhuniwala ... | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Ghaziabad. |
| Dhuri ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 3 | 10 3 | Via Saharanpur. |
| Dina ... | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 14 | 10 14 | " |
| Dinanagar ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 2 | " |
| Dinga ... | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 12 | 11 12 | " |
| Domeli ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 14 | 12 0 | " |
| Doraha ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | " |
| Durgai ... | 13 2 | 13 2 | 13 2 | 13 2 | 13 0 | 13 2 | 13 4 | " |
| Eminabad ... | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | " |
| Faridkot ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | Via Ghaziabad. |
| Fazilka ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Fatehjang ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | Via Saharanpur. |
| Fatehgarh Churian ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | " |
| Ferozepore Cantt. ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 12 | 10 12 | Via Ghaziabad. |
| Ferozepore City ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 12 | 10 14 | " |
| Ferozeshah ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | Via Saharanpur. |
| Fort Abbas ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | 11 9 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

(a) These rates apply to B. B. & C. I. Ry. Loco. Coal and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton only.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka kana | Bhurkunda Siding | Ray | Route |
|-----------------------------|---------|----------------|-------------|--------|-------------|------------|------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Chuharkana ... | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 14 | Via Saharanpur. |
| Chund ... | 11 0 | 11 0 | 11 12 | 11 14 | 12 0 | 12 0 | 11 14 | 11 12 | " |
| Chutiana ... | 11 0 | 11 0 | 11 9 | 11 12 | 11 14 | 11 14 | 11 14 | 11 9 | " |
| Dabheji ... | 13 0 | 13 0 | 13 11 | 13 13 | 14 0 | 13 13 | 13 13 | 13 11 | Via Ghaziabad. |
| Darbela ... | 12 14 | 12 14 | 13 9 | 13 9 | 13 11 | 13 11 | 13 11 | 13 7 | " |
| Dad Fatlhana ... | 10 9 | 10 9 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | 11 5 | " |
| Dadu ... | 13 2 | 13 2 | 13 14 | 13 14 | 14 0 | 14 0 | 14 0 | 13 14 | " |
| Dagru ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 3 | Via Saharanpur. |
| Darya Khan ... | 11 14 | 11 14 | 12 7 | 12 9 | 12 11 | 12 11 | 12 11 | 12 7 | " |
| Dasuya ... | 9 9 | 9 9 | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 5 | " |
| Daulatpur Safan ... | 13 2 | 13 2 | 13 14 | 13 14 | 14 0 | 14 0 | 14 0 | 13 11 | Via Ghaziabad. |
| Daur ... | 12 0 | 12 0 | 13 11 | 13 11 | 14 0 | 13 14 | 13 14 | 13 11 | " |
| Delhi Kishanganj ... | 8 1 | 8 1 | 8 10 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | " |
| Delhi Safdar Jung ... | 8 1 | 8 1 | 8 12 | 8 12 | 9 0 | 8 14 | 8 14 | 8 12 | " |
| Delhi Serai Rohilla (a) ... | 7 15 | 7 15 | 8 8 | 8 10 | 8 12 | 8 12 | 8 12 | 8 8 | " |
| Delhi Shahdara ... | 7 14 | 7 14 | 8 10 | 8 12 | 8 14 | 8 14 | 8 12 | 8 10 | " |
| Via Delhi Shahdara (b) ... | 7 12 | 7 12 | 8 8 | 8 10 | 8 12 | 8 12 | 8 10 | 8 8 | " |
| Deoband ... | 8 5 | 8 5 | 9 0 | 9 0 | 9 3 | 9 3 | 9 3 | 9 0 | " |
| Derababa Nanak ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 12 | 10 12 | 10 9 | Via Saharanpur |
| Dera Nawab Sahib ... | 11 0 | 11 0 | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 11 12 | Via Ghaziabad. |
| Dhaban Singh ... | 10 5 | 10 5 | 10 14 | 11 0 | 11 2 | 11 2 | 11 2 | 10 14 | Via Saharanpur. |
| Dhablan ... | 8 14 | 8 14 | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 9 | " |
| Dhansu ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 9 14 | Via Ghaziabad. |
| Dhariwal ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 14 | 10 12 | 10 9 | Via Saharanpur. |
| Dhaunkal ... | 10 5 | 10 5 | 11 0 | 11 0 | 11 5 | 11 2 | 11 2 | 11 0 | " |
| Dhilwan ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 7 | 10 5 | 10 5 | 10 3 | " |
| Dhirpur ... | 8 12 | 8 12 | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 5 | Via Ghaziabad. |
| Dhudial ... | 11 2 | 11 2 | 11 14 | 12 0 | 12 2 | 12 2 | 12 0 | 11 14 | Via Saharanpur. |
| Dhulkot ... | 8 10 | 8 10 | 9 5 | 9 5 | 9 9 | 9 7 | 9 7 | 9 5 | " |
| Dhuniwala ... | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 14 | Via Ghaziabad. |
| Dhuri ... | 9 0 | 9 0 | 9 12 | 9 14 | 10 0 | 9 14 | 9 14 | 9 12 | Via Saharanpur. |
| Dina ... | 10 12 | 10 12 | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 7 | " |
| Dinanagar ... | 10 0 | 10 0 | 10 12 | 10 14 | 11 0 | 10 14 | 10 14 | 10 12 | " |
| Dinga ... | 10 9 | 10 9 | 11 5 | 11 5 | 11 9 | 11 7 | 11 7 | 11 5 | " |
| Domeli ... | 10 12 | 10 12 | 11 7 | 11 9 | 11 12 | 11 12 | 11 9 | 11 7 | " |
| Doraha ... | 9 0 | 9 0 | 9 9 | 9 12 | 9 14 | 9 14 | 9 14 | 9 9 | " |
| Durgai ... | 12 0 | 12 0 | 12 11 | 12 14 | 13 0 | 12 14 | 12 14 | 12 11 | " |
| Eminabad ... | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 14 | " |
| Faridkot ... | 9 7 | 9 9 | 10 3 | 10 5 | 10 7 | 10 7 | 10 5 | 10 3 | Via Ghaziabad. |
| Fazilka ... | 10 0 | 10 0 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 10 9 | " |
| Fatehjang ... | 11 7 | 11 7 | 12 0 | 12 2 | 12 5 | 12 5 | 12 5 | 12 0 | Via Saharanpur. |
| Fatehgarh Churlian ... | 9 12 | 9 14 | 10 7 | 10 9 | 10 12 | 10 12 | 10 9 | 10 7 | " |
| Ferozepore Cantt. ... | 9 9 | 9 9 | 10 5 | 10 7 | 10 9 | 10 7 | 10 7 | 10 5 | Via Ghaziabad. |
| Ferozepore City ... | 9 9 | 9 9 | 10 5 | 10 7 | 10 9 | 10 9 | 10 7 | 10 5 | " |
| Ferozeshah ... | 9 9 | 9 9 | 10 3 | 10 5 | 10 7 | 10 7 | 10 7 | 10 3 | Via Saharanpur. |
| Fort Abbas ... | 10 7 | 10 7 | 11 2 | 11 5 | 11 7 | 11 5 | 11 5 | 11 2 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

(a) These rates apply to B. B. & C. I. Ry. Loco. Coal and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton.

(b) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton only.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-----------------------|--------|--------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Fuleli Bandar ... | 13 9 | 13 11 | 13 11 | 13 11 | 13 11 | 13 13 | 13 11 | Via Ghaziabad. |
| Giddarbaha ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 1 | 10 9 | " |
| Gajargola ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 14 | Via Saharanpur. |
| Gambar ... | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Ghaziabad. |
| Ganda-Singhwala ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | " |
| Ganaur ... | 9 5 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | " |
| Garhshankar ... | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Ghaggar ... | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | " |
| Ghakkhar ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Gharaunda ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 12 | 9 12 | Via Ghaziabad. |
| Gharibwal ... | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | 12 5 | 12 2 | Via Saharanpur. |
| Gharyala ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Ghazi Ghat ... | 12 9 | 12 11 | 12 11 | 12 11 | 12 11 | 12 14 | 12 11 | " |
| Gobind Garh ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | Via Saharanpur. |
| Gohlwar Varpal ... | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Gojra ... | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " |
| Golehwala ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |
| Golpur ... | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | Via Saharanpur. |
| Golra ... | 12 5 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | " |
| Goniana ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | Via Ghaziabad. |
| Gopang ... | 13 13 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 0 | " |
| Goraya ... | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | Via Saharanpur. |
| Gujar Khan ... | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Gujranwala ... | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | " |
| Gujrat ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | " |
| Gul Imam † ... | 13 11 | 13 14 | 13 14 | 13 14 | 13 14 | 14 0 | 13 14 | " |
| Gurdaspur ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | " |
| Guru Harsahai ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Ghaziabad. |
| Hadali ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 7 | Via Saharanpur. |
| Hafizabad ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 14 | " |
| Hala ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Hafani ... | 13 14 | 13 14 | 13 14 | 14 0 | 14 0 | 14 0 | 14 0 | " |
| Hamira ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | Via Saharanpur. |
| Hangu § ... | 13-8-6 | 13-8-6 | 13-8-6 | 13-11-6 | 13-11-6 | 13-11-6 | 13-11-6 | " |
| Haranpur ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | " |
| Harappa Road ... | 11 9 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | Via Ghaziabad. |
| Hariah ... | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | Via Saharanpur. |
| Haripur Hazara ... | 12 9 | 12 9 | 12 11 | 12 11 | 12 11 | 12 14 | 12 11 | " |
| Hasan Abdal ... | 12 7 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | " |
| Hathiyar ... | 13 2 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 4 | " |
| Havelian ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 14 | 12 14 | 12 14 | " |
| Hazrat Nizamuddin ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 5 | Via Ghaziabad. |
| Hindumalkote ... | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | " |
| Hira Singh ... | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | " |
| Hissar ... | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Hoshiarpur ... | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | Via Saharanpur. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

§ These rates include a transshipment charge of Re. 0-4-6 per ton at Kohat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|-----------------------|----------|-----------------------------------------|---------------|-----------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Fuleli Bandar ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 7 | 13 9 | 13 9 | Via Ghaziabad. |
| Giddarbaha ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Gajargola ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | Via Saharanpur. |
| Gambar ... | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | Via Ghaziabad. |
| Ganda-Singhwal ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Ganaur ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 5 | 9 5 | " |
| Garhshankar ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Ghaggar ... | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Ghakkhar ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Gharaunda ... | 9 7 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | Via Ghaziabad. |
| Gharibwal ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | Via Saharanpur. |
| Gharyala ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | Via Ghaziabad. |
| Ghazi Ghat ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Gobind Garh ... | 9 14 | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | Via Saharanpur. |
| Gohlwar Varpal ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Gojra ... | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 14 | " |
| Golehwala ... | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | Via Ghaziabad. |
| Golpur ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | Via Saharanpur. |
| Golra ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Goniana ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | Via Ghaziabad. |
| Gopang ... | 13 13 | 13 13 | 13 13 | 13 13 | 13 11 | 13 13 | 13 13 | " |
| Goraya ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | Via Saharanpur. |
| Gujar Khan ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Gujranwala ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 2 | 11 5 | 11 5 | " |
| Gujrat ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Gul Imam† ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Gurdaspur ... | 11 0 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Guru Harsahal ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 14 | 10 14 | Via Ghaziabad. |
| Hadali ... | 12 2 | 12 2 | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | Via Saharanpur. |
| Hafizabad ... | 11 9 | 11 9 | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Hala ... | 14 0 | 14 0 | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| Halani ... | 13 14 | 13 14 | 13 14 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Hamira ... | 10 7 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Hangu § ... | 13-8-6 | 13-8-6 | 13-8-6 | 13-6-6 | 13-6-6 | 13-6-6 | 13-6-6 | " |
| Haranpur ... | 11 14 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Harappa Road ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | Via Ghaziabad. |
| Harlah ... | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 14 | Via Saharanpur. |
| Haripur Hazara ... | 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 9 | " |
| Hasan Abdal ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Hathiyani ... | 13 0 | 13 0 | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Havelian ... | 12 11 | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Hazrat Nizamuddin ... | 9 0 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | Via Ghaziabad. |
| Hindumalkote ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Hira Singh ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Hissar ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | " |
| Hoshiarpur ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | Via Saharanpur. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

§ These rates include a transhipment charge of Re. 0-4-6 per ton at Kohat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Station | Karmatar | Sitarapur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|-----------------------|----------|-----------|---------|--------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Fuleli Bandar ... | 13 9 | 13 7 | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | Via Ghaziabad. |
| Giddarbaha ... | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Gajargola ... | 11 12 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| Gambar ... | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | Via Ghaziabad. |
| Ganda-Singhwala ... | 10 12 | 10 9 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Ganaur ... | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Garhshankar ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | Via Saharanpur. |
| Ghaggar ... | 9 14 | 9 12 | 9 12 | 9 12 | 9 9 | 9 9 | 9 9 | " |
| Ghakkhar ... | 11 7 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Gharaunda ... | 9 9 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | Via Ghaziabad. |
| Gharibwal ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 14 | Via Saharanpur. |
| Gharyala ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | Via Ghaziabad. |
| Ghazi Ghat ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Gobind Garh ... | 10 0 | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | Via Saharanpur. |
| Gohlwar Varpal ... | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | " |
| Gojra ... | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | " |
| Golehwala ... | 10 12 | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | Via Ghaziabad. |
| Golpur ... | 12 0 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | Via Saharanpur. |
| Golra ... | 12 5 | 12 2 | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Goniana ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | Via Ghaziabad. |
| Gopang ... | 13 13 | 13 11 | 13 13 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Goraya ... | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | Via Saharanpur. |
| Gujar Khan ... | 12 0 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Gujranwala ... | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Gujrat ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Gul Imam † ... | 13 11 | 13 9 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Gurdaspur ... | 11 2 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Guru Harsahai ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |
| Hadali ... | 12 5 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | Via Saharanpur. |
| Hafizabad ... | 11 12 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Hala ... | 14 0 | 13 13 | 13 13 | 13 13 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Halani ... | 13 14 | 13 11 | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | " |
| Hamira ... | 10 9 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Hanguş ... | 13-8-6 | 13-6-6 | 13-6-6 | 13-6-6 | 13-6-6 | 13-4-6 | 13-4-6 | " |
| Harapur ... | 12 0 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Harappa Road ... | 11 9 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | Via Ghaziabad. |
| Hariah ... | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | Via Saharanpur. |
| Haripur Hazara ... | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | " |
| Hasan Abdal ... | 12 7 | 12 5 | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Hathlyan ... | 13 2 | 13 0 | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Havelian ... | 12 11 | 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | " |
| Hazrat Nizamuddin ... | 9 3 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | Via Ghaziabad. |
| Hindumalkote ... | 10 14 | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | 10 9 | " |
| Hira Singh ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Hissar ... | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Hoshiarpur ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | Via Saharanpur. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Marri Indus must be levied in addition.

These rates include a transhipment charge of Re. 0-4-6 per ton at Kohat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Station | Kalobathian | Dhanbad | Jheriah, Pathar dih, Katrasgarh & Kusunda | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-----------------------|-------------|---------|-------------------------------------------------|----------|-------------|-------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Fuleli Bandar ... | 13 4 | 13 4 | 13 4 | 13 11 | 13 11 | 13 9 | 13 9 | Via Ghaziabad. |
| Giddarbaha ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Gajargola ... | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | Via Saharanpur. |
| Gambar ... | 11 2 | 11 0 | 11 2 | 11 7 | 11 7 | 11 9 | 11 7 | Via Ghaziabad. |
| Ganda-Singhwala ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Ganaur ... | 9 0 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 5 | " |
| Garhshankar ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Ghaggar ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Ghakkhar ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Gharaunda ... | 9 5 | 9 3 | 9 3 | 9 9 | 9 9 | 9 9 | 9 9 | Via Ghaziabad. |
| Gharibwal ... | 11 12 | 11 9 | 11 12 | 12 0 | 12 0 | 12 2 | 12 0 | Via Saharanpur. |
| Gharyala ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Ghazi Ghat ... | 12 5 | 12 5 | 12 5 | 12 11 | 12 11 | 12 11 | 12 9 | " |
| Gobind Garh ... | 9 12 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | Via Saharanpur. |
| Gohlwar Varpal ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Gojra ... | 11 9 | 11 7 | 11 9 | 11 14 | 11 14 | 12 0 | 11 14 | " |
| Golehwala ... | 10 7 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |
| Golpur ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | Via Saharanpur. |
| Golra ... | 12 2 | 12 0 | 12 0 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Goniana ... | 10 3 | 10 0 | 10 3 | 10 7 | 10 7 | 10 9 | 10 7 | Via Ghaziabad. |
| Gopang ... | 13 9 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 13 13 | " |
| Goraya ... | 10 0 | 9 14 | 10 0 | 10 5 | 10 5 | 10 7 | 10 5 | Via Saharanpur. |
| Gujar Khan ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 0 | " |
| Gujranwala ... | 11 0 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 5 | " |
| Gujrat ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Gul Imam † ... | 13 7 | 13 7 | 13 7 | 13 14 | 13 14 | 13 14 | 13 11 | " |
| Gurdaspur ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Guru Harsahal ... | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | Via Ghaziabad. |
| Hadali ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | Via Saharanpur. |
| Hafizabad ... | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Hala ... | 13 17 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Halani ... | 13 9 | 13 7 | 13 7 | 13 14 | 13 14 | 13 14 | 13 14 | " |
| Hamira ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Hangu § ... | 13-4-6 | 13-2-6 | 13-2-6 | 13-8-6 | 13-8-6 | 13-8-6 | 13-8-6 | " |
| Haranpur ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Harappa Road ... | 11 5 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 9 | Via Ghaziabad. |
| Harlah ... | 11 9 | 11 7 | 11 9 | 12 0 | 12 0 | 12 0 | 11 14 | Via Saharanpur. |
| Haripur Hazara ... | 12 5 | 12 2 | 12 5 | 12 9 | 12 9 | 12 11 | 12 9 | " |
| Hasan Abdal ... | 12 5 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Hathiyani ... | 12 14 | 12 11 | 12 11 | 13 2 | 13 2 | 12 2 | 13 2 | " |
| Havelian ... | 12 7 | 12 5 | 12 5 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Hazrat Nizamuddin ... | 8 14 | 8 12 | 8 12 | 9 3 | 9 3 | 9 3 | 9 3 | Via Ghaziabad. |
| Hindumalkote ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Hira Shigh ... | 10 14 | 10 12 | 10 14 | 11 5 | 11 5 | 11 5 | 11 2 | " |
| Hissar ... | 10 0 | 9 14 | 10 0 | 10 7 | 10 7 | 10 7 | 10 5 | " |
| Hoshiarpur ... | 10 5 | 10 3 | 10 5 | 10 9 | 10 9 | 10 12 | 10 9 | Via Saharanpur. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

§ These rates include a transhipment charge of Re. 0-4-6 per ton at Kohat.

N. R.—For surcharges leviable in addition see notes (i) and (ii) under "N. R." at page 624

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-----------------------|--------|----------|--------|---------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Fuleli Bandar ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 11 | Via Ghaziabad. |
| Giddarbaha ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Gajargola ... | 11 9 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | Via Saharanpur. |
| Gambar ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 7 | 11 7 | Via Ghaziabad. |
| Ganda-Singhwala ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 14 | " |
| Ganaur ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | " |
| Garhshankar ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Ghaggar ... | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | 9 14 | 9 14 | " |
| Ghakkhar ... | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | " |
| Gharaunda ... | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | Via Ghaziabad. |
| Gharibwal ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 0 | Via Saharanpur. |
| Gharyala ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 11 0 | 11 0 | Via Ghaziabad. |
| Ghazi Ghat ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | " |
| Gobind Garh ... | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | Via Saharanpur. |
| Gohlwar Varpal ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 14 | 10 14 | " |
| Gojra ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 14 | 11 14 | " |
| Golehwala ... | 10 12 | 10 12 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | Via Ghaziabad. |
| Golpur ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | Via Saharanpur. |
| Gofra ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 7 | " |
| Goniana ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 7 | Via Ghaziabad. |
| Gopang ... | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 14 0 | " |
| Goraya ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 5 | 10 5 | Via Saharanpur. |
| Gujar Khan ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Gujranwala ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | " |
| Gujrat ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Gul Imam † ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 14 | " |
| Gurdaspur ... | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Guru Harsahai ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | Via Ghaziabad. |
| Hadali ... | 12 2 | 12 5 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | Via Saharanpur. |
| Hafizabad ... | 11 9 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | " |
| Hala ... | 14 0 | 14 0 | 13 13 | 13 13 | 13 13 | 14 0 | 14 0 | Via Ghaziabad. |
| Halani ... | 13 14 | 13 14 | 13 14 | 13 11 | 13 11 | 13 14 | 13 14 | " |
| Hamira ... | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Hangu § ... | 13-8-6 | 13-8-6 | 13-8-6 | 13-6-6 | 13-6-6 | 13-8-6 | 13-8-6 | " |
| Haranpur ... | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | " |
| Harappa Road ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | Via Ghaziabad. |
| Harlah ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 14 | 12 0 | Via Saharanpur. |
| Haripur Hazara ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 7 | 12 9 | 12 9 | " |
| Hasan Abdal ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | " |
| Hathiyan ... | 13 0 | 13 2 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | " |
| Havelian ... | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 11 | 12 11 | " |
| Hazrat Nizamuddin ... | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 3 | 9 3 | Via Ghaziabad. |
| Hindumalkote ... | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 14 | 10 14 | " |
| Hira Singh ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 5 | " |
| Hissar ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 5 | 10 7 | " |
| Hoshiarpur ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

§ These rates include a transhipment charge of Re. 0-4-6 per ton at Kohat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka kana | Bhurkunda Siding | Ray | Koute |
|-----------------------|---------|----------------|-------------|--------|-------------|------------|------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Fuleli Bandar ... | 12 7 | 12 7 | 13 2 | 13 4 | 13 7 | 13 7 | 13 4 | 13 2 | Via Ghaziabad. |
| Giddarbaha ... | 9 7 | 9 7 | 10 0 | 10 3 | 10 5 | 10 5 | 10 5 | 10 0 | " |
| Gajargola ... | 10 9 | 10 9 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | 11 2 | Via Saharanpur |
| Gambar ... | 10 5 | 10 5 | 11 0 | 11 0 | 11 5 | 11 2 | 11 2 | 11 0 | Via Ghaziabad. |
| Ganda-Singhwa ... | 9 12 | 9 12 | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 5 | " |
| Ganaur ... | 8 3 | 8 3 | 8 14 | 9 0 | 9 3 | 9 3 | 9 0 | 8 14 | " |
| Garhshankar ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 7 | 10 5 | 10 5 | 10 3 | Via Saharanpur. |
| Ghaggar ... | 8 12 | 8 12 | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 7 | " |
| Ghakkhar ... | 10 5 | 10 5 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 10 14 | " |
| Gharaunda ... | 8 7 | 8 7 | 9 3 | 9 3 | 9 5 | 9 5 | 9 5 | 9 3 | Via Ghaziabad. |
| Gharibwal ... | 10 14 | 10 14 | 11 9 | 11 12 | 11 14 | 11 12 | 11 12 | 11 9 | Via Saharanpur. |
| Gharyala ... | 9 14 | 9 14 | 10 9 | 10 9 | 10 14 | 10 12 | 10 12 | 10 9 | Via Ghaziabad. |
| Ghazi Ghat ... | 11 7 | 11 7 | 12 2 | 12 5 | 12 7 | 12 7 | 12 5 | 12 2 | " |
| Gobind Garh ... | 8 14 | 8 14 | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 9 | Via Saharanpur. |
| Gohlwar Varpal ... | 9 12 | 9 12 | 10 7 | 10 7 | 10 12 | 10 9 | 10 9 | 10 7 | " |
| Gojra ... | 10 12 | 10 12 | 11 7 | 11 9 | 11 12 | 11 9 | 11 9 | 11 7 | " |
| Golehwala ... | 9 9 | 9 9 | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 5 | Via Ghaziabad |
| Golpur ... | 11 0 | 11 0 | 11 9 | 11 12 | 11 14 | 11 14 | 11 14 | 11 9 | Via Saharanpur. |
| Golra ... | 11 5 | 11 5 | 11 14 | 12 0 | 12 2 | 12 2 | 12 2 | 11 14 | " |
| Goniana ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 5 | 10 3 | 10 3 | 10 0 | Via Ghaziabad. |
| Gopang ... | 12 11 | 12 11 | 13 7 | 13 9 | 13 11 | 13 11 | 13 9 | 13 7 | " |
| Goaya ... | 9 3 | 9 3 | 9 14 | 10 0 | 10 3 | 10 0 | 10 0 | 9 14 | Via Saharanpur. |
| Gujar Khan ... | 10 14 | 11 0 | 11 9 | 11 12 | 11 14 | 11 14 | 11 12 | 11 9 | " |
| Gujranwala ... | 10 3 | 10 3 | 10 14 | 11 0 | 11 2 | 11 2 | 11 0 | 10 14 | " |
| Gujrat ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 0 | " |
| Gul Imam† ... | 12 9 | 12 11 | 13 4 | 13 7 | 13 9 | 13 9 | 13 7 | 13 4 | " |
| Gurdaspur ... | 10 0 | 10 0 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 10 12 | " |
| Guru Harsahai ... | 9 12 | 9 12 | 10 7 | 10 9 | 10 12 | 10 12 | 10 9 | 10 7 | Via Ghaziabad. |
| Hadali ... | 11 2 | 11 2 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 11 14 | Via Saharanpur. |
| Hafizabad ... | 10 9 | 10 9 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | 11 5 | " |
| Hala ... | 12 14 | 12 14 | 13 9 | 13 9 | 13 11 | 13 11 | 13 11 | 13 9 | Via Ghaziabad. |
| Halani ... | 12 11 | 12 11 | 13 7 | 13 7 | 13 11 | 13 11 | 13 9 | 13 7 | " |
| Hamira ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 3 | Via Saharanpur. |
| Hangu§ ... | 12-6-6 | 12-6-6 | 13-2-6 | 13-2-6 | 13-6-6 | 13-4-6 | 13-4-6 | 13-2-6 | " |
| Haranpur ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 12 | 11 12 | 11 12 | 11 9 | " |
| Harappa Road ... | 10 7 | 10 9 | 11 2 | 11 5 | 11 7 | 11 7 | 11 5 | 11 2 | Via Ghaziabad. |
| Harlah ... | 10 12 | 10 12 | 11 7 | 11 9 | 11 12 | 11 9 | 11 9 | 11 7 | Via Saharanpur. |
| Haripur Hazara ... | 11 7 | 11 7 | 12 2 | 12 5 | 12 7 | 12 5 | 12 5 | 12 2 | " |
| Hasan Abdal ... | 11 7 | 11 7 | 12 0 | 12 2 | 12 5 | 12 5 | 12 5 | 12 0 | " |
| Hathiyan ... | 12 0 | 12 0 | 12 11 | 12 11 | 12 14 | 12 14 | 12 14 | 12 11 | " |
| Havelian ... | 11 9 | 11 9 | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 5 | " |
| Hazrat Nizamuddin ... | 8 1 | 8 1 | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | Via Ghaziabad. |
| Hindumalkote ... | 9 12 | 9 12 | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 7 | " |
| Hira Singh ... | 10 0 | 10 0 | 10 12 | 10 14 | 11 0 | 10 14 | 10 14 | 10 12 | " |
| Hissar ... | 9 3 | 9 3 | 9 14 | 10 0 | 10 3 | 10 0 | 10 0 | 9 14 | " |
| Hoshiarpur ... | 9 7 | 9 7 | 10 3 | 10 5 | 10 7 | 10 5 | 10 5 | 10 3 | Via Saharanpur. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

§ These rates include a transhipment charge of Re. 0-4-6 per ton at Kohat.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route. |
|----------------------|--------|--------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Hundewali ... | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | Via Saharanpur. |
| Husainiwala ... | 10 12 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | Via Ghaziabad. |
| Hyderabad (Sind) ... | 13-6-6 | 13-8-6 | 13-8-6 | 13-8-6 | 13-8-6 | 13-10-6 | 13-8-6 | " |
| Iqbalnagar ... | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | " |
| Jacobabad ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 14 0 | 14 0 | " |
| Jagadhri ... | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 12 | 9 9 | Via Saharanpur. |
| Jagraon ... | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Jahangira Road ... | 12 11 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | 12 14 | " |
| Jahania ... | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | Via Ghaziabad. |
| Jaijon Doaba ... | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | Via Saharanpur. |
| Jaintipura ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Jaitu ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | Via Ghaziabad. |
| Jakhal ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 0 | " |
| Jallalabad ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | " |
| Jallo ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Saharanpur. |
| Jamke Chatta ... | 11 9 | 11 9 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Jammu Cant. ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | " |
| Jammu (Tawi) ... | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Jamraniwah ... | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | Via Ghaziabad. |
| Jamrud ... | 13 2 | 13 2 | 13 4 | 13 4 | 13 4 | 13 7 | 13 4 | Via Saharanpur. |
| Jand ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | 13 0 | " |
| Jandiala ... | 10 12 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Jandoke ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Jaranwala ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | 11 12 | " |
| Janiwala ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " |
| Jasia ... | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 12 | 9 9 | Via Ghaziabad. |
| Jatoi ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 4 | " |
| Jaurah Karnana ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | Via Saharanpur. |
| Jhang City ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | " |
| Jhang Maghiana ... | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Jhelum ... | 11 12 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " |
| Jhimpir ... | 13 13 | 13 13 | 14 0 | 14 0 | 14 0 | 14 2 | 14 0 | Via Ghaziabad. |
| Jhok Tahal Singh ... | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Jind Jn. ... | 9 9 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 12 | " |
| Jind City ... | 9 9 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 12 | " |
| Jullundur Cantt. ... | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Jullundur City ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | " |
| Jungshahi ... | 14 0 | 14 0 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | Via Ghaziabad. |
| Kabul River ... | 12 14 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | Via Saharanpur. |
| Kacha Khuh ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | Via Ghaziabad. |
| Kahrar Pakka ... | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | " |
| Kalthai Junc. ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 0 | " |
| Kala Shah Kaku ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Saharanpur. |
| Kaleke ... | 11 9 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | " |
| Kalka ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | " |
| Kallur Kot ... | 12 11 | 12 11 | 12 14 | 12 14 | 12 14 | 13 0 | 12 14 | " |
| Kamalia ... | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (I) and (II) under "N. B." at page 604.

| Station | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhadka | Jainti Siding | Route. |
|----------------------|----------|------------------------------------------|---------------|-----------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Hundewali ... | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 14 | Via Saharanpur. |
| Husainiwala ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |
| Hyderabad (Sind) ... | 13-6-6 | 13-6-6 | 13-6-6 | 13-6-6 | 13-4-6 | 13-6-6 | 13-6-6 | " |
| Iqbalnagar ... | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Jacobabad ... | 13 11 | 13 11 | 13 14 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Jagadhri ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | Via Saharanpur. |
| Jagraon ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Jahangira Road ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Jahania ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | Via Ghaziabad. |
| Jaijon Doaba ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Jaintipura ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Jaitu ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Ghaziabad. |
| Jakhal ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Jallalabad ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Jallo ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Jamke Chatta ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | " |
| Jammu Cant. ... | 11 7 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Jammu (Tawi) ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Jamraniwah ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | Via Ghaziabad. |
| Jamrud ... | 13 2 | 13 2 | 13 2 | 13 0 | 13 0 | 13 0 | 13 2 | Via Saharanpur. |
| Jand ... | 12 11 | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Jandiala ... | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Jandoke ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Jaranwala ... | 11 7 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Janiwala ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Jasia ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | Via Ghaziabad. |
| Jatoi ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | " |
| Jaurah Karnana ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | Via Saharanpur. |
| Jhang City ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Jhang Maghiana ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 5 | " |
| Jhelum ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | 11 12 | " |
| Jhimpir ... | 13 13 | 13 13 | 13 13 | 13 11 | 13 11 | 13 11 | 13 13 | Via Ghaziabad. |
| Jhok Tahal Singh ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Jind Jn. ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Jind City ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Jullundur Cantt. ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Jullundur City ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | " |
| Jungshahi ... | 14 0 | 14 0 | 14 0 | 13 13 | 13 13 | 13 13 | 14 0 | Via Ghaziabad. |
| Kabul River ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 11 | 12 14 | 12 14 | Via Saharanpur |
| Kacha Khuh ... | 11 14 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | Via Ghaziabad. |
| Kahror Pakka ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Kalthal Junc. ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | Via Ghaziabad. |
| Kala Shah Kaku ... | 11 5 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Kaleke ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Kalka ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Kallur Kot ... | 12 11 | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 11 | " |
| Kamalia ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at pag 604.

| Station | Karmatar | Sitarampur | Shamdi | Kulti | Barakar | Mugma | Mugma West | Route. |
|----------------------|----------|------------|--------|--------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Hundewali ... | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | Via Saharanpur. |
| Husainiwalla ... | 10 12 | 10 9 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | Via Ghaziabad. |
| Hyderabad (Sind) ... | 13-6-6 | 13-4-6 | 13-4-6 | 13-4-6 | 13-4-6 | 13-4-6 | 13-4-6 | " |
| Iqbalnagar ... | 11 14 | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | " |
| Jacobabad ... | 13 14 | 13 11 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Jagadhri ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | Via Saharanpur. |
| Jagraon ... | 10 5 | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Jahangira Road ... | 12 11 | 12 9 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Jahania ... | 12 2 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | Via Ghaziabad. |
| Jaljon Doaba ... | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Jaintipura ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Jaitu ... | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Ghaziabad. |
| Jakhal ... | 9 14 | 9 12 | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Jallalabad ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | " |
| Jallo ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Jamke Chatta ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | " |
| Jammu Cant. ... | 11 9 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Jammu (Tawi) ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | " |
| Jamraniwah ... | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | Via Ghaziabad. |
| Jamrud ... | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | 12 14 | 12 14 | Via Saharanpur. |
| Jand ... | 12 14 | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Jandiala ... | 10 12 | 10 9 | 10 9 | 10 0 | 10 9 | 10 7 | 10 7 | " |
| Jandoke ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Jaranwala ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | " |
| Janiwala ... | 11 14 | 11 12 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Jasia ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | Via Ghaziabad. |
| Jatoi ... | 14 2 | 14 0 | 14 0 | 13 14 | 13 14 | 13 14 | 13 14 | " |
| Jaurah Karnana ... | 11 9 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| Jhang City ... | 12 5 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | " |
| Jhang Maghiana ... | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | " |
| Jhelum ... | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Jhimpir ... | 13 13 | 13 11 | 13 11 | 13 11 | 13 11 | 13 9 | 13 11 | Via Ghaziabad. |
| Jhok Tahal Singh ... | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | " |
| Jind Jn. ... | 9 9 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Jind City ... | 9 9 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Jullundur Cantt. ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | Via Saharanpur. |
| Jullundur City ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | " |
| Jungshahi ... | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | 13 11 | 13 13 | Via Ghaziabad. |
| Kabul River ... | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | Via Saharanpur. |
| Kacha Khuh ... | 12 0 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | Via Ghaziabad. |
| Kahrar Pakka ... | 12 2 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Kaithal Junc. ... | 9 14 | 9 12 | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | Via Ghaziabad. |
| Kala Shah Kaku ... | 11 2 | 11 0 | 11 0 | 10 12 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Kaleke ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Kalka ... | 10 0 | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Kallur Kot ... | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | 12 7 | 12 9 | " |
| Kamalia ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Station | Kaloobathar | Dhanbad | Kusunda, Jheriah, Pathardhi & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route. |
|----------------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Hundewali ... | 11 9 | 11 7 | 11 9 | 11 14 | 11 14 | 12 0 | 11 14 | Via Saharanpur. |
| Husainiwala ... | 10 7 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 12 | Via Ghaziabad. |
| Hyderabad (Sind) ... | 13-1-6 | 13-1-6 | 13-1-6 | 13-8-6 | 13-8-6 | 13-8-6 | 13-6-6 | " |
| Iqbalnagar ... | 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Jacobabad ... | 13 9 | 13 7 | 13 7 | 13 14 | 13 14 | 13 14 | 13 14 | " |
| Jagadhri ... | 9 3 | 9 0 | 9 3 | 9 3 | 9 9 | 9 9 | 9 9 | Via Saharanpur. |
| Jagraon ... | 10 3 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Jahangira Road ... | 12 9 | 12 7 | 12 7 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Jahania ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | Via Ghaziabad. |
| Jaljon Doaba ... | 10 7 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Jaintipura ... | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | " |
| Jaitu ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Ghaziabad. |
| Jakhal ... | 9 12 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Jallalabad ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Jallo ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Jamke Chatta ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Jammu Cant. ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Jammu (Tawi) ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Jamraniwah ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | Via Ghaziabad. |
| Jamrud ... | 12 14 | 12 11 | 12 14 | 13 2 | 13 2 | 13 4 | 13 2 | Via Saharanpur. |
| Jand ... | 12 9 | 12 7 | 12 7 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Jandiala ... | 10 7 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Jandoke ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Jaranwala ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Janiwala ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Jasia ... | 9 3 | 9 0 | 9 3 | 9 9 | 9 9 | 9 9 | 9 7 | Via Ghaziabad. |
| Jatol ... | 13 14 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 2 | " |
| Jaurah Karnana ... | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | Via Saharanpur. |
| Jhang City ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Jhang Maghiana ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Jhelum ... | 11 7 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 12 | " |
| Jhimpir ... | 13 9 | 13 7 | 13 9 | 13 13 | 13 13 | 14 0 | 13 13 | Via Ghaziabad. |
| Jhok Tahal Singh ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Jind Jn. ... | 9 5 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 9 | " |
| Jind City ... | 9 5 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Jullundur Cantt. ... | 10 3 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Jullundur City ... | 10 3 | 10 0 | 10 3 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Jungshahi ... | 13 11 | 13 9 | 13 11 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Kabul River ... | 12 9 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 12 14 | Via Saharanpur. |
| Kacha Khuh ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | Via Ghaziabad. |
| Kahrur Pakka ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Kaithal Junc. ... | 9 12 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Kala Shah Kaku ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Kaleke ... | 11 5 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 9 | " |
| Kalka ... | 9 12 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Kallur Kot ... | 12 7 | 12 5 | 12 7 | 12 11 | 12 11 | 12 14 | 12 11 | " |
| Kamajia ... | 11 12 | 11 9 | 11 12 | 12 0 | 12 0 | 12 2 | 12 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route. |
|----------------------|--------|----------|--------|---------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Hundewali ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 14 | 11 14 | Via Saharanpur. |
| Husainiwala ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | Via Ghaziabad. |
| Hyderabad (Sind) ... | 13-6-6 | 13-6-6 | 13-6-6 | 13-6-6 | 13-6-6 | 13-6-6 | 13-8-6 | " |
| Iqbalnagar ... | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 14 | 11 14 | " |
| Jacobabad ... | 13 14 | 13 14 | 13 11 | 13 11 | 13 11 | 13 14 | 13 14 | " |
| Jagadhri ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 7 | 9 9 | Via Saharanpur. |
| Jagraon ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Jahangira Road ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 14 | 12 14 | " |
| Jahania ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | Via Ghaziabad. |
| Jaijon Doaba ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | Via Saharanpur. |
| Jaintipura ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | " |
| Jaitu ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | Via Ghaziabad. |
| Jakhal ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Jallalabad ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Jallo ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | Via Saharanpur. |
| Jamke Chatta ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Jammu Cant. ... | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Jammu (Tawi) ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Jamraniwah ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 2 | 12 2 | Via Ghaziabad. |
| Jamrud ... | 13 2 | 13 2 | 13 2 | 13 2 | 13 0 | 13 2 | 13 2 | Via Saharanpur. |
| Jand ... | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 14 | 12 14 | " |
| Jandiala ... | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | 10 12 | 10 12 | " |
| Jandoke ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Jaranwala ... | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Janiwala ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | " |
| Jasia ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 7 | 9 9 | Via Ghaziabad. |
| Jatoi ... | 14 0 | 14 2 | 14 0 | 14 0 | 14 0 | 14 2 | 14 2 | " |
| Jaurah Karnana ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | Via Saharanpur. |
| Jhang City ... | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Jhang Maghiana ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Jhelum ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | " |
| Jhimpir ... | 13 13 | 13 13 | 13 13 | 13 13 | 13 11 | 13 13 | 13 13 | Via Ghaziabad. |
| Jhok Tahal Singh ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 14 | 10 14 | " |
| Jind Jn. ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 12 | " |
| Jind City ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 2 | 9 12 | " |
| Jullundur Cantt. ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 7 | 10 7 | Via Saharanpur. |
| Jullundur City ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 7 | " |
| Jungshahi ... | 14 0 | 14 0 | 14 0 | 14 0 | 13 13 | 14 0 | 14 0 | Via Ghaziabad. |
| Kabul River ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | Via Saharanpur. |
| Kacha Khuh ... | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | Via Ghaziabad. |
| Kahrur Pakka ... | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Kaithal Junc. ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | Via Ghaziabad. |
| Kala Shah Kaku ... | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | Via Saharanpur. |
| Kaleke ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | " |
| Kalka ... | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Kallur Kot ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 9 | 12 11 | 12 11 | " |
| Kamalia ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Bhirkunda Siding | Ray | Route. |
|------------------|------------|----------------|-------------|--------|-------------|-----------|------------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Hundewali | ... 10 12 | 10 12 | 11 7 | 11 9 | 11 12 | 11 9 | 11 9 | 11 7 | Via Saharanpur. |
| Husainiwala | ... 9 9 | 9 12 | 10 5 | 10 7 | 10 9 | 10 9 | 10 7 | 10 5 | Via Ghaziabad. |
| Hyderabad (Sind) | ... 12-4-6 | 12-4-6 | 12-15-6 | 13-1-6 | 13-4-6 | 13-4-6 | 13-1-6 | 12-15-6 | " |
| Iqbalnagar | ... 10 12 | 10 12 | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 7 | " |
| Jacobabad | ... 12 11 | 12 11 | 13 7 | 13 7 | 13 9 | 13 9 | 13 9 | 13 7 | " |
| Jagadhri ... | ... 8 5 | 8 5 | 9 0 | 9 3 | 9 5 | 9 3 | 9 3 | 9 0 | Via Saharanpur. |
| Jagraon ... | ... 9 5 | 9 5 | 9 14 | 10 0 | 10 3 | 10 3 | 10 3 | 9 14 | " |
| Jahangira Road | ... 11 12 | 11 12 | 12 5 | 12 7 | 12 9 | 12 9 | 12 9 | 12 5 | " |
| Jahania ... | ... 11 2 | 11 2 | 11 12 | 11 14 | 12 0 | 12 0 | 12 0 | 11 12 | Via Ghaziabad. |
| Jaljon Doaba | ... 9 9 | 9 9 | 10 3 | 10 5 | 10 7 | 10 7 | 10 7 | 10 3 | Via Saharanpur. |
| Jaintipura ... | ... 9 12 | 9 14 | 10 7 | 10 9 | 10 12 | 10 12 | 10 9 | 10 7 | " |
| Jaitu ... | ... 9 7 | 9 7 | 10 0 | 10 3 | 10 5 | 10 5 | 10 5 | 10 0 | Via Ghaziabad. |
| Jakhal ... | ... 8 14 | 8 14 | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 7 | " |
| Jallalabad ... | ... 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Jallo ... | ... 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 7 | Via Saharanpur. |
| Jamke Chatta | ... 10 7 | 10 7 | 11 2 | 11 2 | 11 7 | 11 5 | 11 5 | 11 2 | " |
| Jammu Cant. | ... 10 7 | 10 7 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 2 | " |
| Jammu (Tawi) | ... 10 7 | 10 7 | 11 2 | 11 2 | 11 7 | 11 5 | 11 5 | 11 2 | " |
| Jamraniwah | ... 11 0 | 11 0 | 11 12 | 11 12 | 12 0 | 11 14 | 11 14 | 11 12 | Via Ghaziabad. |
| Jamrud ... | ... 12 0 | 12 0 | 12 11 | 12 11 | 13 0 | 12 14 | 12 14 | 12 11 | Via Saharanpur. |
| Jand ... | ... 11 12 | 11 12 | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | 12 7 | " |
| Jandiala ... | ... 9 9 | 9 9 | 10 5 | 10 5 | 10 9 | 10 7 | 10 7 | 10 5 | " |
| Jandoke ... | ... 9 14 | 9 14 | 10 7 | 10 9 | 10 12 | 10 12 | 10 12 | 10 7 | " |
| Jaranwala ... | ... 10 7 | 10 7 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 2 | " |
| Janiwala ... | ... 10 14 | 10 14 | 11 7 | 11 9 | 11 12 | 11 12 | 11 12 | 11 7 | " |
| Jasia ... | ... 8 5 | 8 5 | 9 0 | 9 3 | 9 5 | 9 3 | 9 3 | 9 0 | Via Ghaziabad. |
| Jatol ... | ... 13 0 | 13 0 | 13 11 | 13 11 | 13 14 | 13 14 | 13 14 | 13 9 | " |
| Jaurah Karnana | ... 10 9 | 10 9 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | 11 2 | Via Saharanpur. |
| Jhang City | ... 11 2 | 11 2 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 11 14 | " |
| Jhang Maghiana | ... 11 2 | 11 2 | 11 14 | 11 14 | 12 2 | 12 0 | 12 0 | 11 14 | " |
| Jhelum ... | ... 10 9 | 10 9 | 11 5 | 11 7 | 11 9 | 11 9 | 11 7 | 11 5 | " |
| Jhimpir ... | ... 12 11 | 12 11 | 13 7 | 13 9 | 13 11 | 13 9 | 13 9 | 13 7 | Via Ghaziabad. |
| Jhok Tahal Singh | ... 9 12 | 9 12 | 10 7 | 10 7 | 10 12 | 10 9 | 10 9 | 10 7 | " |
| Jind Jn. ... | ... 8 7 | 8 10 | 9 3 | 9 5 | 9 7 | 9 7 | 9 5 | 9 3 | " |
| Jind City ... | ... 8 10 | 8 10 | 9 3 | 9 5 | 9 7 | 9 7 | 9 5 | 9 3 | " |
| Jullundur Cantt. | ... 9 5 | 9 5 | 10 0 | 10 0 | 10 5 | 10 3 | 10 3 | 10 0 | Via Saharanpur. |
| Jullundur City | ... 9 5 | 9 5 | 10 0 | 10 3 | 10 5 | 10 3 | 10 3 | 10 0 | " |
| Jungshahi ... | ... 12 14 | 12 14 | 13 9 | 13 11 | 13 13 | 13 11 | 13 11 | 13 9 | Via Ghaziabad. |
| Kabul River | ... 11 12 | 11 12 | 12 7 | 12 9 | 12 11 | 12 11 | 12 9 | 12 7 | Via Saharanpur. |
| Kacha Khuh | ... 10 14 | 10 14 | 11 9 | 11 9 | 11 12 | 11 12 | 11 12 | 11 9 | Via Ghaziabad. |
| Kahrur Pakka | ... 11 2 | 11 2 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 11 12 | " |
| Kaithal Junc. | ... 8 14 | 8 14 | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 9 | Via Ghaziabad. |
| Kala Shah Kaku | ... 10 0 | 10 0 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 10 9 | Via Saharanpur. |
| Kaleke ... | ... 10 7 | 10 7 | 11 2 | 11 5 | 11 7 | 11 7 | 11 5 | 11 2 | " |
| Kalka ... | ... 8 14 | 8 14 | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 9 | " |
| Kallur Kot | ... 11 9 | 11 9 | 12 5 | 12 7 | 12 9 | 12 7 | 12 7 | 12 5 | " |
| Kamalia ... | ... 10 14 | 10 14 | 11 9 | 11 9 | 11 14 | 11 12 | 11 12 | 11 9 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Station | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route. |
|----------------------|---------|---------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kamoke ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Saharanpur |
| Kandiara ... | 13 14 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 0 | Via Ghaziabad. |
| Kanganpur ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | " |
| Kanjwani ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 7 | 12 0 | 12 0 | Via Saharanpur. |
| Kapurthala ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | " |
| Karachi Cantt. ... | 14 7 | 14 7 | 14 7 | 14 7 | 14 7 | 14 9 | 14 9 | Via Ghaziabad. |
| Karachi City ... | 14 7 | 14 7 | 14 7 | 14 7 | 14 9 | 14 9 | 14 9 | " |
| Karainthi ... | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 12 | 9 9 | " |
| Karnal ... | 9 9 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 12 | " |
| Karsindhu ... | 9 9 | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Kartarpur ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | Via Saharanpur. |
| Karyala ... | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " |
| Kassowal ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | Via Ghaziabad. |
| Kasur ... | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Kata Kushta ... | 13 11 | 13 11 | 13 11 | 13 14 | 13 14 | 13 14 | 13 14 | Via Saharanpur. |
| Kathala ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | " |
| Kathunangal ... | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Kauli ... | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Kazi Ahmed ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 7 | 14 7 | 14 7 | Via Ghaziabad. |
| Kesri ... | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 14 | 9 12 | Via Saharanpur. |
| Khai Phemeeki ... | 10 12 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | Via Ghaziabad. |
| Khairabad Kund ... | 12 11 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | 12 14 | Via Saharanpur. |
| Khanal ... | 15 4 | 15 6 | 15 6 | 15 6 | 15 6 | 15 9 | 15 6 | Via Ghaziabad. |
| Khanewal * ... | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Khanna ... | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | Via Saharanpur. |
| Kharian ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 14 | " |
| Khatauli ... | 9 3 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | Via Ghaziabad. |
| Khatian Road ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 13 | 13 13 | " |
| Khasa ... | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Khem Karn ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Ghaziabad. |
| Khewra ... | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | Via Saharanpur. |
| Khudabad ... | 14 4 | 14 4 | 14 7 | 14 7 | 14 9 | 14 9 | 14 7 | Via Ghaziabad. |
| Khudian Khas ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Khushab ... | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | Via Saharanpur. |
| Kila Saifulla § ... | 16-13-6 | 16-13-6 | 16-15-6 | 16-15-6 | 16-15-6 | 17-1-6 | 16-15-6 | Via Ghaziabad. |
| Kila Sobha Singh ... | 11 2 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Saharanpur. |
| Kissan ... | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | Via Ghaziabad. |
| Kila Raipur ... | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 5 | Via Saharanpur. |
| Kohat Cantt. ... | 13 2 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | " |
| Kot Adu ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 14 | 12 14 | Via Ghaziabad. |
| Kot Fatteh ... | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Kot Kapura ... | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Kot Lakhpat ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Kot Radha Kishn ... | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Kot Mela Ram ... | 12 2 | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Kotri Bandar ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 13 | 13 13 | " |
| Kot Sultan ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | 13 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal traffic booked to this station is dealt with at the Mandi siding.

§ These rates include a transshipment charge of Re. 0-4-6 per ton at Khanal.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Station | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route. |
|----------------------|----------|-----------------------------------------|---------------|-----------|---------|---------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kamoke ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Kandiara ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 11 | 13 14 | 13 14 | Via Ghaziabad. |
| Kanganpur ... | 11 0 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Kanjwani ... | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | Via Saharanpur. |
| Kapurthala ... | 10 7 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Karachi Cantt. | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | 14 4 | Via Ghaziabad. |
| Karachi City | 14 7 | 14 7 | 14 7 | 14 4 | 14 4 | 14 4 | 14 4 | " |
| Karainthi ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | " |
| Karnal ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 9 | " |
| Karsindhu ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Kartarpur ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Karyala ... | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | " |
| Kassowal ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | Via Ghaziabad. |
| Kasur ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 14 | " |
| Kata Kushta ... | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | Via Saharanpur. |
| Kathala ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Kathunangal ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 14 | " |
| Kauli ... | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | 9 14 | " |
| Kazi Ahmed ... | 14 4 | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Kesri ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | Via Saharanpur. |
| Khai Phemekei ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |
| Khalrabad Kund ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 9 | 12 11 | 12 11 | Via Saharanpur. |
| Khanal ... | 15 4 | 15 4 | 15 4 | 15 4 | 15 4 | 15 4 | 15 4 | Via Ghaziabad. |
| Khanewal* ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Khanna ... | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | Via Saharanpur. |
| Kharian ... | 11 9 | 11 9 | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Khatauli ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | Via Ghaziabad. |
| Khatian Road ... | 13 9 | 13 9 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Khasa ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Khem Karn ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |
| Khewra ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 12 0 | Via Saharanpur. |
| Khudabad ... | 14 4 | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | 14 4 | Via Ghaziabad. |
| Khudian Khas ... | 10 14 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Khushab ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 2 | Via Saharanpur. |
| Kila Saifulla§ ... | 16-13-6 | 16-13-6 | 16-13-6 | 16-10-6 | 16-10-6 | 16-10-6 | 16-13-6 | Via Ghaziabad. |
| Kila Sobha Singh ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 2 | Via Saharanpur. |
| Kissan ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Kila Raipur ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | Via Saharanpur. |
| Kohat Cantt. ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Kot Adu ... | 12 9 | 12 9 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | Via Ghaziabad. |
| Kot Fatteh ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | " |
| Kot Kapura ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | " |
| Kot Lakhpat* ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Kot Radha Kishn ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | " |
| Kot Melâ Ram ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 2 | " |
| Kotri Bandar ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Kot Sultan ... | 12 11 | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal traffic booked to this station is dealt with at the Mandi siding.

§ These rates include a transshipment charge of Re. 0-4-6 per ton at Khanal.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under „ N. B. ” at page 604.

| Station | Karmatar | Sitarampur | Shamdh | Kulti | Barakar | Mugma | Mugma West | Route. |
|----------------------|----------|------------|---------|---------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kamoke ... | 11 2 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Kandiaro ... | 13 14 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Kanganpur ... | 11 2 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Kanjwani ... | 11 14 | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | Via Saharanpur. |
| Kapurthala ... | 10 9 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Karachi Cantt. | 14 7 | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Karachi City | 14 7 | 14 4 | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | " |
| Karainthi ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 5 | " |
| Karnal ... | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Karsindhu ... | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | " |
| Kartarpur ... | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Karyala ... | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | " |
| Kassowal ... | 11 12 | 11 9 | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | Via Ghaziabad. |
| Kasur ... | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | " |
| Kata Kushta ... | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | 13 7 | 13 7 | Via Saharanpur. |
| Kathala ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Kathunangal ... | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | " |
| Kauli ... | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | 9 9 | 9 9 | " |
| Kazi Ahmed ... | 14 4 | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Kesri ... | 9 9 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | Via Saharanpur. |
| Khai Phemeeki ... | 10 12 | 10 9 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | Via Ghaziabad. |
| Khairabad Kund ... | 12 11 | 12 9 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | Via Saharanpur. |
| Khanai ... | 15 4 | 15 2 | 15 4 | 15 2 | 15 2 | 15 2 | 15 2 | Via Ghaziabad. |
| Khanewal* ... | 12 0 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Khanna ... | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | Via Saharanpur. |
| Kharian ... | 11 12 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Khatauli ... | 9 3 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | Via Ghaziabad. |
| Khatian Road ... | 13 11 | 13 9 | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | " |
| Khasa ... | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | Via Saharanpur. |
| Khem Karn ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |
| Khewra ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | Via Saharanpur. |
| Khudabad ... | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | 14 0 | 14 2 | Via Ghaziabad. |
| Khudian Khas ... | 11 0 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Khushab ... | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | Via Saharanpur. |
| Kila Saifulla§ ... | 16-13-6 | 16-10-6 | 16-10-6 | 16-10-6 | 16-10-6 | 16-8-6 | 16-8-6 | Via Ghaziabad. |
| Kila Sobha Singh ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Kissan ... | 11 5 | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Kila Raipur ... | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | Via Saharanpur. |
| Kohat Cantt. ... | 13 0 | 12 14 | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Kot Adu ... | 12 11 | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | Via Ghaziabad. |
| Kot Fatteh ... | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 3 | " |
| Kot Kapura ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | " |
| Kot Lakhpat ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Kot Radha Kishn ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Kot Meia Ram ... | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | " |
| Kotri Bandar ... | 13 11 | 13 9 | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | " |
| Kot Sultan ... | 12 14 | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal traffic booked to this station is dealt with at the Mandi siding.

§ These rates include a transhipment charge of Re. 0-4-6 per ton at Khanai.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under " & N. B. " at page 604.

| Station | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katragarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route. |
|----------------------|-------------|---------|-----------------------------------------|----------|-------------|----------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Camoke ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Kandiara ... | 13 9 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 13 14 | Via Ghaziabad. |
| Kanganpur ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Kanjwani ... | 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | Via Saharanpur. |
| Kapurthala ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Karachi Cantt. ... | 14 2 | 14 0 | 14 0 | 14 7 | 14 7 | 14 7 | 14 7 | Via Ghaziabad. |
| Karachi City ... | 14 2 | 14 0 | 14 0 | 14 7 | 14 7 | 14 7 | 14 7 | " |
| Karainthi ... | 9 3 | 9 0 | 9 3 | 9 7 | 9 7 | 9 9 | 9 7 | " |
| Karnal ... | 9 5 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 9 | " |
| Karsindhu ... | 9 5 | 9 3 | 9 3 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Kartarpur ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Karyala ... | 11 7 | 11 5 | 11 7 | 11 12 | 11 12 | 11 14 | 11 12 | " |
| Kassowal ... | 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | Via Ghaziabad. |
| Kasur ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Kata Kushta ... | 13 7 | 13 4 | 13 4 | 13 11 | 13 11 | 13 11 | 13 11 | Via Saharanpur. |
| Kathala ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 7 | " |
| Kathunagal ... | 10 9 | 10 7 | 10 9 | 10 14 | 10 14 | 11 0 | 10 14 | " |
| Kauli ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Kazi Ahmed ... | 14 0 | 13 13 | 13 13 | 14 4 | 14 4 | 14 4 | 14 4 | Via Ghaziabad. |
| Kesri ... | 9 5 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 9 | Via Saharanpur. |
| Khai Phemeki ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |
| Khairabad Kund ... | 12 7 | 12 7 | 12 7 | 12 14 | 12 14 | 12 14 | 12 11 | Via Saharanpur. |
| Khanal ... | 15 2 | 15 0 | 15 0 | 15 6 | 15 6 | 15 6 | 15 6 | Via Ghaziabad. |
| Khanewal* ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Khanna ... | 9 12 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | Via Saharanpur. |
| Kharian ... | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Khatauli ... | 9 0 | 8 14 | 8 14 | 9 5 | 9 5 | 9 5 | 9 3 | Via Ghaziabad. |
| Khatian Road ... | 13 7 | 13 4 | 13 4 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Khasa ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Khem Karn ... | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | Via Ghaziabad. |
| Khewra ... | 11 12 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 0 | Via Saharanpur. |
| Khudabad ... | 14 0 | 13 14 | 14 0 | 14 4 | 14 4 | 14 7 | 14 4 | Via Ghaziabad. |
| Khudian Khas ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Khushab ... | 11 14 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 2 | Via Saharanpur. |
| Kila Saifulla§ ... | 16-8-6 | 16-6-6 | 16-8-6 | 16-13-6 | 16-13-6 | 16-15-6 | 16-13-6 | Via Ghaziabad. |
| Kila Sobha Singh ... | 10 14 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 2 | Via Saharanpur. |
| Kissan ... | 11 0 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 5 | Via Ghaziabad. |
| Kila Raipur ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Cohat Cantt. ... | 12 14 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | " |
| Kot Adu ... | 12 7 | 12 5 | 12 5 | 12 11 | 12 11 | 12 11 | 12 11 | Via Ghaziabad. |
| Kot Fatteh ... | 10 0 | 9 14 | 10 0 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Kot Kapura ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Kot Lakhpat ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Kot Radha Kishn ... | 10 12 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | " |
| Kot Mela Ram ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Kotri Bandar ... | 13 7 | 13 4 | 13 4 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Kot Sultan ... | 12 9 | 12 7 | 12 7 | 12 14 | 12 14 | 12 14 | 12 14 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and N.W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal traffic booked to this station is dealt with at the Mandi siding.

§ These rates include a transhipment charge of Re. 0-4-6 per ton at Khanaj.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Station | Toposi | Singaran | Ikrah | Jamuriah | Barabani | Churulta | Gaurangdi | Route. |
|----------------------|---------|----------|---------|----------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kamoke ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Saharanpur. |
| Kandiario ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 14 0 | Via Ghaziabad. |
| Kanganpur ... | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Kanjwani ... | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 14 | 11 14 | Via Saharanpur. |
| Kapurthala ... | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Karachi Cantt. | 14 4 | 14 7 | 14 4 | 14 4 | 14 4 | 14 7 | 14 7 | Via Ghaziabad. |
| Karachi City | 14 7 | 14 7 | 14 4 | 14 4 | 14 4 | 14 7 | 14 7 | " |
| Karainathi ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 7 | 9 7 | " |
| Karnal ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 9 | 9 12 | " |
| Karsindhu ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 9 | 9 9 | " |
| Kartarpur ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Karyala ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | 11 12 | " |
| Kassowal ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 14 | Via Ghaziabad. |
| Kasur ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 14 | 10 14 | " |
| Kata Kushta ... | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | 13 11 | 13 11 | Via Saharanpur. |
| Kathala ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | " |
| Kathunangal ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 14 | 10 14 | " |
| Kauli ... | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | 9 14 | 9 14 | " |
| Kazi Ahmed ... | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | 14 4 | 14 4 | Via Ghaziabad. |
| Kesri ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 12 | Via Saharanpur. |
| Khai Phemekei ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 14 | Via Ghaziabad. |
| Khairabad Kund ... | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 14 | Via Saharanpur. |
| Khanai ... | 15 4 | 15 4 | 15 4 | 15 4 | 15 4 | 15 6 | 15 6 | Via Ghaziabad. |
| Khanewal* ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Khanna ... | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 10 0 | 10 0 | Via Saharanpur. |
| Kharian ... | 11 9 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | " |
| Khatauli ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | Via Ghaziabad. |
| Khatian Road ... | 13 9 | 13 11 | 13 9 | 13 9 | 13 9 | 13 11 | 13 11 | " |
| Khasa ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 14 | 10 14 | Via Saharanpur. |
| Khem Karn ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | Via Ghaziabad. |
| Khewra ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 2 | Via Saharanpur. |
| Khudabad ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 2 | 14 4 | 14 4 | Via Ghaziabad. |
| Khudian Khas ... | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Khushab ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 5 | Via Saharanpur. |
| Kila Saifulla§ ... | 16-13-6 | 16-13-6 | 16-13-6 | 16-13-6 | 16-10-6 | 16-13-6 | 16-13-6 | Via Ghaziabad. |
| Kila Sobha Singh ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | Via Saharanpur. |
| Kissan ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | Via Ghaziabad. |
| Kila Raipur ... | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | Via Saharanpur. |
| Kohat Cantt. ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | " |
| Kot Adu ... | 12 9 | 12 11 | 12 9 | 12 9 | 12 9 | 12 11 | 12 11 | Via Ghaziabad. |
| Kot Fatteh ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 5 | 10 5 | " |
| Kot Kapura ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Kot Lakhpat ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Kot Radha Kishn ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Kot Mela Ram ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 2 | 12 2 | " |
| Kotri Bandar ... | 13 9 | 13 11 | 13 9 | 13 9 | 13 9 | 13 11 | 13 11 | " |
| Kot Sultan ... | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 14 | 12 14 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal traffic booked to this station is dealt with at the Mandi siding.

§ These rates include a transhipment charge of Re. 0-4-6 per ton at Khanai.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka Kana | Bhirkunda Siding | Ray | Route. |
|----------------------|---------|----------------|-------------|--------|-------------|------------|------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kamoke ... | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 12 | Via Saharanpur. |
| Kandlari ... | 12 11 | 12 11 | 13 7 | 13 9 | 13 11 | 13 11 | 13 9 | 13 7 | Via Ghaziabad. |
| Kanganpur ... | 10 0 | 10 0 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 10 12 | " |
| Kanjwani ... | 10 12 | 10 12 | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 7 | Via Saharanpur. |
| Kapurthala ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 3 | " |
| Karachi Cantt. | 13 4 | 13 4 | 14 0 | 14 0 | 14 2 | 14 2 | 14 2 | 13 13 | Via Ghaziabad. |
| Karachi City ... | 13 4 | 13 4 | 14 0 | 14 0 | 14 2 | 14 2 | 14 2 | 14 0 | " |
| Karainathi ... | 8 5 | 8 5 | 9 0 | 9 3 | 9 5 | 9 3 | 9 3 | 9 0 | " |
| Karnal ... | 8 7 | 8 7 | 9 3 | 9 5 | 9 7 | 9 7 | 9 5 | 9 3 | " |
| Karsindhu ... | 8 7 | 8 7 | 9 3 | 9 3 | 9 7 | 9 5 | 9 5 | 9 3 | " |
| Kartarpur ... | 9 7 | 9 7 | 10 0 | 10 3 | 10 5 | 10 5 | 10 5 | 10 0 | Via Saharanpur. |
| Karyala ... | 10 9 | 10 9 | 11 5 | 11 5 | 11 9 | 11 7 | 11 7 | 11 5 | " |
| Kassowal ... | 10 12 | 10 12 | 11 5 | 11 7 | 11 9 | 11 9 | 11 9 | 11 5 | Via Ghaziabad. |
| Kasur ... | 9 12 | 9 12 | 10 7 | 10 7 | 10 12 | 10 9 | 10 9 | 10 7 | " |
| Kata Kushta ... | 12 9 | 12 9 | 13 4 | 13 4 | 13 9 | 13 7 | 13 7 | 13 4 | Via Saharanpur. |
| Kathala ... | 10 5 | 10 7 | 11 0 | 11 2 | 11 6 | 11 5 | 11 2 | 11 0 | " |
| Kathunangal ... | 9 12 | 9 12 | 10 7 | 10 9 | 10 12 | 10 9 | 10 9 | 10 7 | " |
| Kauli ... | 8 12 | 8 12 | 9 7 | 9 7 | 9 12 | 9 9 | 9 9 | 9 7 | " |
| Kazi Ahmed ... | 13 2 | 13 2 | 13 13 | 13 13 | 14 0 | 14 0 | 14 0 | 13 13 | Via Ghaziabad. |
| Kesri ... | 8 7 | 8 10 | 9 3 | 9 5 | 9 7 | 9 7 | 9 5 | 9 3 | Via Saharanpur. |
| Khai Phemeki ... | 9 12 | 9 12 | 10 5 | 10 7 | 10 9 | 10 9 | 10 9 | 10 5 | Via Ghaziabad. |
| Khairabad Kund ... | 11 9 | 11 9 | 12 5 | 12 9 | 12 9 | 12 9 | 12 7 | 12 5 | Via Saharanpur. |
| Khanai ... | 14 4 | 14 4 | 14 13 | 15 0 | 15 2 | 15 2 | 15 2 | 14 13 | Via Ghaziabad. |
| Khanewal* ... | 15 0 | 11 0 | 11 9 | 11 12 | 11 14 | 11 14 | 11 14 | 11 9 | " |
| Khanna ... | 8 14 | 8 14 | 9 9 | 9 9 | 9 14 | 9 12 | 9 12 | 9 9 | Via Saharanpur. |
| Kharian ... | 10 9 | 10 9 | 11 5 | 11 5 | 11 9 | 11 7 | 11 7 | 11 5 | " |
| Khatauli ... | 8 1 | 8 3 | 8 12 | 8 14 | 9 0 | 9 0 | 8 14 | 8 12 | Via Ghaziabad. |
| Khatian Road ... | 12 9 | 12 9 | 13 4 | 13 4 | 13 7 | 13 7 | 13 7 | 13 4 | " |
| Khasa ... | 9 12 | 9 12 | 10 7 | 10 7 | 10 12 | 10 9 | 10 9 | 10 3 | Via Saharanpur. |
| Khem Karn ... | 9 12 | 9 14 | 10 7 | 10 9 | 10 12 | 10 12 | 10 9 | 10 7 | Via Ghaziabad. |
| Khewra ... | 10 14 | 10 14 | 11 9 | 11 12 | 11 14 | 11 14 | 11 12 | 11 9 | Via Saharanpur. |
| Khudabad ... | 13 2 | 13 2 | 13 14 | 14 0 | 14 2 | 14 0 | 14 0 | 13 14 | Via Ghaziabad. |
| Khudian Khas ... | 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Khushab ... | 11 0 | 11 0 | 11 12 | 11 14 | 12 0 | 12 0 | 11 14 | 11 12 | Via Saharanpur. |
| Kila Saifulla§ ... | 15-10-6 | 15-10-6 | 16-6-6 | 16-6-6 | 16-10-6 | 16-8-6 | 16-8-6 | 16-6-6 | Via Ghaziabad. |
| Kila Sobha Singh ... | 10 0 | 10 0 | 10 12 | 10 14 | 11 0 | 11 0 | 10 14 | 10 12 | Via Saharanpur. |
| Kissan ... | 10 3 | 10 5 | 10 14 | 11 0 | 11 2 | 11 2 | 11 0 | 10 14 | Via Ghaziabad. |
| Kila Raipur ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 9 14 | Via Saharanpur. |
| Kohat Cantt. ... | 12 0 | 12 0 | 12 9 | 12 11 | 12 14 | 12 14 | 12 14 | 12 9 | " |
| Kot Adu ... | 11 9 | 11 9 | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 5 | Via Ghaziabad. |
| *Kot Fatteh ... | 9 3 | 9 3 | 9 14 | 10 0 | 10 3 | 10 0 | 10 0 | 9 14 | " |
| Kot Kapura ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 7 | 10 5 | 10 5 | 10 3 | " |
| Kot Lakhpat ... | 10 0 | 10 0 | 10 9 | 10 12 | 10 14 | 10 14 | 10 14 | 10 9 | " |
| Kot Radha Kishn ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 14 | 10 12 | 10 9 | " |
| Kot Mela Ram ... | 11 0 | 11 0 | 11 12 | 11 12 | 12 0 | 11 14 | 11 14 | 11 12 | " |
| Kotri Bandar ... | 12 9 | 12 9 | 13 4 | 13 4 | 13 7 | 13 7 | 13 7 | 13 2 | " |
| Kot Sultan ... | 11 12 | 11 12 | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | 12 7 | " |

Notes—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and N. W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal traffic booked to this station is dealt with at the Mandi siding.

§ These rates include a transshipment charge of Re. 0-4-6 per ton at Khanal.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palaschali | Panchra | Route. |
|--------------------------|--------|--------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kul Mokai ... | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | Via Ghaziabad. |
| Kultham Abdulla Shah ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Kundian ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 11 | 12 11 | " |
| Kup ... | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Kurali ... | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Kurukshetra Junc. ... | 9 12 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | Via Ghaziabad. |
| Kutabpur ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 7 | " |
| Ladhowal ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | Via Saharanpur. |
| Lahore Cantt ... | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Lahore* ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Laki Marwat† ... | 13 7 | 13 7 | 13 7 | 13 7 | 13 7 | 13 9 | 13 7 | " |
| Lala Musa ... | 11 9 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | " |
| Lalru ... | 9 12 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | " |
| Larkana ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 14 0 | 13 14 | Via Ghaziabad. |
| Lawrencepur ... | 12 9 | 12 9 | 12 11 | 12 11 | 12 11 | 12 14 | 12 11 | Via Saharanpur. |
| Lehra Gaga ... | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | 10 5 | 10 3 | Via Ghaziabad. |
| Leiah ... | 12 14 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | " |
| Lodhran ... | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Lohian Khas ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | Via Saharanpur. |
| Ludhiana ... | 10 3 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Lundo ... | 14 0 | 14 0 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | Via Ghaziabad. |
| Lyallpur ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | Via Saharanpur. |
| MacLeod Ganj Road ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Ghaziabad. |
| Madeji Road ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 14 | 13 11 | " |
| Madlauda ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 12 | 9 12 | " |
| Mahngarwal Doaba ... | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | Via Saharanpur. |
| Majitha ... | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Mailsi ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 5 | 12 5 | Via Ghaziabad. |
| Makhdumpur Pahoran ... | 12 2 | 12 2 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | " |
| Makhu ... | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | Via Saharanpur. |
| Malakwal Junc. ... | 11 14 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " |
| Malerkotla ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Malir ... | 14 4 | 14 4 | 14 7 | 14 7 | 14 7 | 14 9 | 14 7 | Via Ghaziabad. |
| Malout ... | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | " |
| Malsian Shahkot ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | Via Saharanpur. |
| Mamu Kanjan ... | 11 14 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " |
| Mandi Bahauddin ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | " |
| Mandra ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | 12 5 | " |
| Manjhand ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 2 | Via Ghaziabad. |
| Manjoke ... | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Saharanpur. |
| Mankiala ... | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | " |
| Mansa ... | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | Via Ghaziabad. |
| Mansurpur ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | " |
| Mansurwali ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Saharanpur. |
| Manzai † ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 4 | " |
| Mardan ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | 13 2 | " |
| Marh Balochan ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry terminal charge of Re. 0-2-0 per ton.

* Coal in wagon loads can be booked to Lahore only when consigned to the owners of private Sidings.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

N. B. —For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jalnst Siding | Route. |
|-----------------------|----------|-----------------------------------------|---------------|-----------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kul Mokal ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Kultham Abdulla Shah | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Kundian ... | 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Kup ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Kurali ... | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Kurukshetra Junc. ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 9 | 9 12 | 9 12 | Via Ghaziabad. |
| Kutabpur ... | 12 2 | 12 2 | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Ladhowal ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | Via Saharanpur |
| Lahore Cantt. ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | " |
| Lahore* ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | " |
| Laki Marwat† | 13 4 | 13 4 | 13 4 | 13 4 | 13 4 | 13 4 | 13 4 | " |
| Lala Musa ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 9 | " |
| Lalru ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Larkana ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Lawrencepur ... | 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 9 | Via Saharanpur. |
| Lehra Gaga ... | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | Via Ghaziabad. |
| Leiah ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Lodhran ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Lohian Khas ... | 10 7 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Ludhiana ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 3 | 10 3 | " |
| Lundo ... | 14 0 | 14 0 | 14 0 | 13 13 | 13 13 | 13 13 | 14 0 | Via Ghaziabad. |
| Lyallpur ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | Via Saharanpur. |
| MacLeod Ganj Road ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 14 | 10 14 | Via Ghaziabad. |
| Madejl Road ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Madlauda ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Mahngarwal Doaba ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Majitha ... | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 14 | " |
| Mailsi ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | Via Ghaziabad. |
| Makhdumpur Pahoran | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Makhu ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Malakwal Junc. ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Malerkotla ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Malir ... | 14 4 | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | 14 4 | Via Ghaziabad. |
| Malout ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | " |
| Malsian Shahkot ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | Via Saharanpur. |
| Mamu Kanjan ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Mandi Bahauddin ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Mandra ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Manjhand ... | 13 13 | 13 13 | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| Manjoke ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | Via Saharanpur. |
| Mankiala ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 2 | " |
| Mansa ... | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 3 | Via Ghaziabad. |
| Mansurpur ... | 9 3 | 9 3 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Mansurwall ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| Manzal † ... | 14 0 | 14 0 | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | " |
| Mardan ... | 13 0 | 13 0 | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Marh Balochan ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry terminal charge of Re. 0-2-0 per ton.

* Coal in wagon loads can be booked to Lahore only when consigned to the owners of private Sidings.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 604.

| Stations | Karnatar | Sitarampur | Shamdi | Kulti | Barakar | Mugma | Mugma West | Route. |
|--------------------------|----------|------------|--------|--------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kul Mokai ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |
| Kultham Abdulla Shah ... | 10 7 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | Via Saharanpur. |
| Kundian ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 5 | " |
| Kup ... | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | " |
| Kurali ... | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | " |
| Kurukshetra Junc. ... | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | Via Ghaziabad. |
| Kutabpur ... | 12 5 | 12 2 | 12 2 | 12 0 | 12 2 | 12 0 | 12 0 | " |
| Ladhowal ... | 10 3 | 10 0 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | Via Saharanpur. |
| Lahore Cantt. ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Lahore* ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | " |
| Laki Marwat† ... | 13 4 | 13 2 | 13 4 | 13 2 | 13 2 | 13 2 | 13 2 | " |
| Lala Musa ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Lalru ... | 9 12 | 9 9 | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Larkana ... | 13 11 | 13 9 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | Via Ghaziabad. |
| Lawrencepur ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | 12 5 | 12 7 | Via Saharanpur. |
| Lehra Gaga ... | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | 9 12 | 9 14 | Via Ghaziabad. |
| Leiah ... | 12 14 | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Lodhran ... | 12 0 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Lohian Khas ... | 10 9 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Ludhiana ... | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Lundo ... | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | 13 11 | 13 11 | Via Ghaziabad. |
| Lyallpur ... | 11 9 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| MacLeod Ganj Road ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |
| Madeji Road ... | 13 9 | 13 7 | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | " |
| Madlauda ... | 9 9 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Mahngarwal Doaba ... | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Majitha ... | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 9 | " |
| Malsi ... | 12 2 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | Via Ghaziabad. |
| Makhdumpur Pahoran ... | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | " |
| Makhu ... | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Malakwal Junc. ... | 11 14 | 11 12 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Malerkotla ... | 10 5 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Mallr ... | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Malout ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | " |
| Malsian Shahkot ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 5 | Via Saharanpur. |
| Mamu Kanjan ... | 11 14 | 11 12 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Mandi Bahauddin ... | 11 14 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Mandra ... | 12 2 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | " |
| Manjhand ... | 14 0 | 13 13 | 13 13 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Manjoke ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | Via Saharanpur. |
| Mankiala ... | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Mansa ... | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | Via Ghaziabad. |
| Mansurpur ... | 9 5 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Mansurwali ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Manzal † ... | 14 2 | 14 0 | 14 0 | 13 14 | 13 14 | 13 14 | 13 14 | " |
| Mardan ... | 13 0 | 12 14 | 12 14 | 12 14 | 12 11 | 12 11 | 12 11 | " |
| Marh Balochan ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal in wagon loads can be booked to Lahore only when consigned to the owners of private Sidings.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Stations | Kalobath | Dhanbad | Kusunda, Jheriah, Pathardih & Katragarh. | Serampur | Kurhuree | Domohani No. 2 | Chara | Route. |
|-----------------------|----------|---------|------------------------------------------|----------|----------|----------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs., a. | |
| Kul Mokai ... | 10 12 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | Via Ghaziabad. |
| Kultham Abdulla Shah | 10 3 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Kundian ... | 12 5 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Kup ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Kurall ... | 9 14 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Kurukshetra Junc. ... | 9 7 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 12 | Via Ghaziabad. |
| Kutabpur ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Ladhowal ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Lahore Cantt. ... | 10 12 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | " |
| Lahore* ... | 10 12 | 10 9 | 10 12 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Laki Marwat† | 13 2 | 13 0 | 13 0 | 13 7 | 13 7 | 13 7 | 13 7 | " |
| Lala Musa ... | 11 5 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 9 | " |
| Lalru ... | 9 7 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 12 | " |
| Larkana ... | 13 9 | 13 7 | 13 7 | 13 14 | 13 14 | 13 14 | 13 14 | Via Ghaziabad. |
| Lawrencepur ... | 12 5 | 12 2 | 12 5 | 12 9 | 12 9 | 12 11 | 12 9 | Via Saharanpur. |
| Lehra Gaga ... | 9 12 | 9 9 | 9 12 | 10 0 | 10 0 | 10 3 | 10 0 | Via Ghaziabad. |
| Leiah ... | 12 11 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Lodhran ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Lohian Khas ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Ludhiana ... | 9 14 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 3 | " |
| Lundo ... | 13 11 | 13 9 | 13 11 | 14 0 | 14 0 | 14 2 | 14 0 | Via Ghaziabad. |
| Lyallpur ... | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | Via Saharanpur. |
| MacLeod Ganj Road | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | Via Ghaziabad. |
| Madeji Road ... | 13 7 | 13 4 | 13 4 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Madlauda ... | 9 5 | 9 3 | 9 3 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Mahngarwal Doaba ... | 10 5 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 9 | Via Saharanpur. |
| Majitha ... | 10 9 | 10 7 | 10 9 | 10 14 | 10 14 | 11 0 | 10 14 | " |
| Malsi ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | Via Ghaziabad |
| Makhdumpur Pahoran | 11 14 | 11 12 | 11 14 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Makhu ... | 10 7 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Malakwal Junc ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Malerkotla ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Malir ... | 14 0 | 13 13 | 14 0 | 14 7 | 14 7 | 14 7 | 14 4 | Via Ghaziabad. |
| Malout ... | 10 5 | 10 3 | 10 5 | 10 9 | 10 9 | 10 12 | 10 9 | " |
| Malsian Shahkot ... | 10 3 | 10 0 | 10 3 | 10 7 | 10 7 | 10 9 | 10 7 | Via Saharanpur |
| Mamu Kanjan ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 11 14 | " |
| Mandi Bahauddin ... | 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Mandra ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Manjhand ... | 13 11 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Manjoke ... | 10 14 | 10 12 | 10 14 | 11 2 | 11 2 | 11 5 | 11 2 | Via Saharanpur. |
| Mankiala ... | 11 14 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 2 | " |
| Mansa ... | 9 14 | 9 12 | 9 14 | 10 3 | 10 3 | 10 5 | 10 3 | Via Ghaziabad. |
| Mansurpur ... | 9 0 | 8 14 | 8 14 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Mansurwalli * | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | Via Saharanpur |
| Manzal † ... | 13 14 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 2 | " |
| Mardan * ... | 12 11 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Marh Balochan ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal in wagon loads can be booked to Lahore only when consigned to the owners of private sidings.

† Transshipment charge of Re. 0-4-6 per ton at Marj Indus must be levied in addition.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 604.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route. |
|--------------------------|--------|----------|--------|---------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kul Mokai ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | Via Ghaziabad. |
| Kultham Abdulla Shah ... | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | Via Saharanpur. |
| Kundian ... | 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 9 | 12 9 | " |
| Kup ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 5 | 10 5 | " |
| Kuruli ... | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | 10 3 | 10 3 | " |
| Kurukshetra Junc. ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | Via Ghaziabad. |
| Kutabpur ... | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Ladhowal ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | Via Saharanpur. |
| Lahore Cantt. ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Lahore* ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | " |
| Laki Marwat† ... | 13 4 | 13 4 | 13 4 | 13 4 | 13 4 | 13 7 | 13 7 | " |
| Lala Musa ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | 11 12 | " |
| Lalru ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | " |
| Larkana ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 14 | 13 14 | Via Ghaziabad. |
| Lawrencepur ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 7 | 12 9 | 12 9 | Via Saharanpur. |
| Lehra Gaga ... | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 10 0 | 10 0 | Via Ghaziabad. |
| Leiah ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | " |
| Lodhran ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Lohian Khas ... | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Ludhiana ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | " |
| Lundo ... | 14 0 | 14 0 | 14 0 | 14 0 | 13 13 | 14 0 | 14 0 | Via Ghaziabad. |
| Lyallpur ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | Via Saharanpur. |
| MacLeod Ganj Road ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | Via Ghaziabad. |
| Madeji Road ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 11 | 13 11 | " |
| Madlauda ... | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | " |
| Mahngarwal Doaba ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | Via Saharanpur. |
| Majitha ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 14 | 10 14 | " |
| Mailsi ... | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | Via Ghaziabad. |
| Makhdumpur Pahoran ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 2 | " |
| Makhu ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | Via Saharanpur. |
| Malakwal Junc. ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | " |
| Malerkotla ... | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | " |
| Malir ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 2 | 14 4 | 14 7 | Via Ghaziabad. |
| Malout ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 16 9 | 10 9 | " |
| Malsian Shahkot ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 7 | Via Saharanpur. |
| Mamu Kanjan ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " |
| Mandi Bahauddin ... | 11 12 | 11 14 | 11 12 | 11 12 | 11 12 | 11 14 | 11 14 | " |
| Mandra ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 2 | 12 2 | " |
| Manjhand ... | 13 13 | 14 0 | 13 13 | 13 13 | 13 13 | 14 0 | 14 0 | Via Ghaziabad. |
| Manjoke ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 2 | Via Saharanpur. |
| Mankiala ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | " |
| Mansa ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 3 | 10 3 | Via Ghaziabad. |
| Mansurpur ... | 9 3 | 9 5 | 9 3 | 9 3 | 9 3 | 9 5 | 9 5 | " |
| Mansurwali ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | Via Saharanpur. |
| Manzal † ... | 14 0 | 14 2 | 14 0 | 14 0 | 14 0 | 14 2 | 14 2 | " |
| Mardan ... | 13 0 | 13 0 | 13 0 | 12 14 | 12 14 | 13 0 | 13 0 | " |
| Marh Balochan ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal in wagon loads can be booked to Lahore only when consigned to the owners of private Sidings.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka Kana | Bhurkunda Siding | Ray | Route. |
|--------------------------|---------|----------------|-------------|--------|-------------|------------|------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Kul Mokai ... | 9 14 | 10 0 | 10 9 | 10 12 | 10 14 | 10 14 | 10 12 | 10 9 | Via Ghaziabad. |
| Kultham Abdulla Shah ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | 9 14 | Via Saharanpur. |
| Kundlan ... | 11 7 | 11 7 | 12 2 | 12 2 | 12 5 | 12 5 | 12 5 | 12 2 | " |
| Kup ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 3 | 10 0 | 10 0 | 9 14 | " |
| Kurall ... | 9 0 | 9 0 | 9 12 | 9 12 | 10 0 | 9 14 | 9 14 | 9 12 | " |
| Kurukshetra Junc. ... | 8 10 | 8 10 | 9 5 | 9 7 | 9 9 | 9 9 | 9 7 | 9 5 | Via Ghaziabad. |
| Kutabpur ... | 11 2 | 11 2 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 11 14 | " |
| Ladhowal ... | 9 3 | 9 3 | 9 12 | 9 14 | 10 0 | 10 0 | 10 0 | 9 12 | Via Saharanpur. |
| Lahore Cantt. ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 14 | 10 12 | 10 9 | " |
| Lahore* ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 12 | 10 12 | 10 9 | " |
| Laki Marwat† ... | 12 5 | 12 5 | 12 14 | 13 0 | 13 2 | 13 2 | 13 2 | 12 14 | " |
| Lala Musa... .. | 10 7 | 10 7 | 11 2 | 11 5 | 11 7 | 11 7 | 11 5 | 11 2 | " |
| Lalru ... | 8 10 | 8 12 | 9 5 | 9 7 | 9 9 | 9 9 | 9 7 | 9 5 | " |
| Larkana ... | 12 11 | 12 11 | 13 7 | 13 7 | 13 9 | 13 9 | 13 9 | 13 4 | Via Ghaziabad. |
| Lawrencepur ... | 11 7 | 11 7 | 12 2 | 12 5 | 12 7 | 12 5 | 12 5 | 12 2 | Via Saharanpur. |
| Lehra Gaga ... | 8 14 | 8 14 | 9 9 | 9 12 | 9 14 | 9 12 | 9 12 | 9 9 | Via Ghaziabad. |
| Leiah ... | 11 14 | 11 14 | 12 7 | 12 9 | 12 11 | 12 11 | 12 11 | 12 7 | " |
| Lodhran ... | 11 0 | 11 0 | 11 9 | 11 12 | 11 14 | 11 14 | 11 14 | 11 9 | " |
| Lohian Khas ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 3 | Via Saharanpur. |
| Ludhiana ... | 9 0 | 9 0 | 9 12 | 9 14 | 10 0 | 10 0 | 9 14 | 9 12 | " |
| Lundo ... | 12 14 | 12 14 | 13 9 | 13 9 | 13 13 | 13 11 | 13 11 | 13 9 | Via Ghaziabad. |
| Lyallpur ... | 10 9 | 10 9 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | 11 2 | Via Saharanpur. |
| MacLeod Ganj Road ... | 9 12 | 9 12 | 10 7 | 10 9 | 10 12 | 10 12 | 10 9 | 10 7 | Via Ghaziabad. |
| Madeji Road ... | 12 9 | 12 9 | 13 2 | 13 4 | 13 7 | 13 7 | 13 7 | 13 2 | " |
| Madlauda ... | 8 7 | 8 7 | 9 3 | 9 3 | 9 5 | 9 5 | 9 5 | 9 3 | " |
| Mahngarwal Doaba ... | 9 7 | 9 7 | 10 3 | 10 5 | 10 7 | 10 7 | 10 5 | 10 3 | Via Saharanpur. |
| Majitha ... | 9 12 | 9 12 | 10 7 | 10 9 | 10 12 | 10 9 | 10 9 | 10 7 | " |
| Mailsi ... | 11 0 | 11 0 | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 11 9 | Via Ghaziabad. |
| Makhdumpur Pahoran ... | 11 0 | 11 0 | 11 12 | 11 14 | 12 0 | 11 14 | 11 14 | 11 12 | " |
| Makhu ... | 9 9 | 9 9 | 10 3 | 10 5 | 10 7 | 10 7 | 10 7 | 10 3 | Via Saharanpur. |
| Malakwal Junc. ... | 10 14 | 10 14 | 11 7 | 11 9 | 11 12 | 11 12 | 11 12 | 11 7 | " |
| Malerkotla ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 9 12 | " |
| Malir ... | 13 2 | 13 2 | 13 13 | 14 0 | 14 2 | 14 0 | 14 0 | 13 13 | Via Ghaziabad. |
| Malout ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 7 | 10 5 | 10 5 | 10 3 | " |
| Malsian Shahkot ... | 9 5 | 9 5 | 10 0 | 10 3 | 10 5 | 10 3 | 10 3 | 10 0 | Via Saharanpur. |
| Mamu Kanjan ... | 10 12 | 10 14 | 11 7 | 11 9 | 11 12 | 11 12 | 11 9 | 11 7 | " |
| Mandi Bahauddin ... | 10 12 | 10 12 | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 5 | " |
| Mandra ... | 11 0 | 11 0 | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 11 12 | " |
| Manjhand ... | 12 14 | 12 14 | 13 9 | 13 9 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Manjoke ... | 10 0 | 10 0 | 10 12 | 10 12 | 11 0 | 10 14 | 10 14 | 10 12 | Via Saharanpur. |
| Mankiala ... | 11 0 | 11 0 | 11 12 | 11 14 | 12 0 | 12 0 | 11 14 | 11 12 | " |
| Mansa ... | 9 0 | 9 0 | 9 12 | 9 12 | 10 0 | 9 14 | 9 14 | 9 12 | Via Ghaziabad. |
| Mansurpur ... | 8 3 | 8 3 | 8 14 | 8 14 | 9 0 | 9 0 | 9 0 | 8 14 | " |
| Mansurwali ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 0 | Via Saharanpur. |
| Manzal † ... | 13 0 | 13 0 | 13 11 | 13 11 | 13 14 | 13 14 | 13 14 | 13 11 | " |
| Mardan ... | 11 14 | 11 14 | 12 9 | 12 9 | 12 11 | 12 11 | 12 11 | 12 9 | " |
| Marh Balochan ... | 10 7 | 10 7 | 11 0 | 11 2 | 11 5 | 11 5 | 11 5 | 11 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

* Coal in wagon loads can be booked to Lahore only when consigned to the owners of private Sidings.

† A transshipment charge of Re. 0-4-6 per ton at Marh Indus must be levied in addition.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 604.

N. W. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route. |
|------------------------------|--------|--------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Mari Indus ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | 13 0 | Via Saharanpur. |
| Maur ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | Via Ghaziabad. |
| Meerut Cant. ... | 9 0 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 3 | " |
| Metting ... | 13 11 | 13 13 | 13 13 | 13 13 | 13 13 | 14 0 | 13 13 | " |
| Mian Channun ... | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " |
| Miani ... | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | Via Saharanpur. |
| Mianwall ... | 12 9 | 12 11 | 12 11 | 12 11 | 12 11 | 12 14 | 12 11 | " |
| Minchinabad ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | Via Ghaziabad. |
| Miran Sahib ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | Via Saharanpur. |
| Mirpur Mathelo ... | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | Via Ghaziabad. |
| Missa Keswal ... | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | Via Saharanpur. |
| Mithiani ... | 14 0 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | Via Ghaziabad. |
| Moga Tahsil ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | Via Saharanpur. |
| Moghalpura ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Mona ... | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Montgomery ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | Via Ghaziabad. |
| Morinda ... | 10 0 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 3 | Via Saharanpur. |
| Moro Sind ... | 14 2 | 14 2 | 14 4 | 14 4 | 14 4 | 14 7 | 14 4 | Via Ghaziabad. |
| Muhiuddinpur ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 5 | " |
| Mukerian ... | 10 12 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | Via Saharanpur. |
| Mullanpur ... | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Multan Cant. ... | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | Via Ghaziabad. |
| Multan City ... | 12 5 | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Muridke ... | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Mustafabad ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 12 | 9 12 | " |
| Muzaffarnagar ... | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | Via Ghaziabad. |
| Muzaffargarh ... | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Nabha ... | 10 0 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 3 | Via Saharanpur. |
| Nagal ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | " |
| Nakband ... | 12 14 | 12 14 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | " |
| Nakodar ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Nankana Sahab ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | " |
| Narang ... | 11 2 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | " |
| Narela ... | 9 3 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | Via Ghaziabad. |
| Narowal ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Saharanpur. |
| Narwana ... | 9 12 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | Via Ghaziabad. |
| Nasrula ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Naundero ... | 13 11 | 13 11 | 13 14 | 13 14 | 13 14 | 14 0 | 13 14 | Via Ghaziabad. |
| Naushaharo Feroze ... | 14 0 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | " |
| Nawab Shah ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 4 | 14 4 | " |
| NawabWali Muhammad Khan. ... | 14 4 | 14 4 | 14 7 | 14 7 | 14 7 | 14 9 | 14 7 | " |
| Nawashahr Doaba ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | Via Saharanpur. |
| Nawaz Dahri ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | Via Ghaziabad. |
| New Delhi ... | 9 0 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 3 | " |
| New Saidabad ... | 14 0 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 4 | " |
| Nowshera ... | 12 14 | 12 14 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | Via Saharanpur. |
| Nowshera Thana ... | 12 14 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route. |
|-----------------------------|----------|------------------------------------|---------------|-----------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Mari Indus ... | 12 11 | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | Via Saharanpur. |
| Maur ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | Via Ghaziabad. |
| Meerut Cant. ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Meting ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Mian Channun ... | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 14 | " |
| Miani ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | Via Saharanpur. |
| Mianwali ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Minchinabad ... | 10 14 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |
| Miran Sahib ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| Mirpur Mathelo ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | Via Ghaziabad. |
| Missa Keswal ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | Via Saharanpur. |
| Mithiani ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Moga Tahsil ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Moghalspura ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | " |
| Mona ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | " |
| Montgomery ... | 11 7 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | Via Ghaziabad. |
| Morinda ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | Via Saharanpur. |
| Moro Sind ... | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | 14 0 | 14 2 | Via Ghaziabad. |
| Muhiuddinpur ... | 9 0 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Mukerian ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 9 | 10 12 | 10 12 | Via Saharanpur. |
| Mullanpur ... | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Multan Cant. ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 5 | Via Ghaziabad. |
| Multan City ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Muridke ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Mustafabad ... | 9 7 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Muzaffarnagar ... | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 5 | Via Ghaziabad. |
| Muzaffargarh ... | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 5 | 12 7 | " |
| Nabha ... | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 10 0 | Via Saharanpur. |
| Nagal ... | 9 5 | 9 5 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | " |
| Nakband ... | 12 14 | 12 14 | 12 14 | 12 11 | 12 11 | 12 11 | 12 14 | " |
| Nakodar ... | 10 5 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Nankana Sahab ... | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Narang ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Narela ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 0 | 9 3 | Via Ghaziabad. |
| Narowal ... | 11 0 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Narwana ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 9 | 9 12 | 9 12 | Via Ghaziabad. |
| Nasrula ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Naundero ... | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | 13 9 | 13 11 | Via Ghaziabad. |
| Naushaharo Feroze ... | 14 0 | 14 0 | 14 0 | 14 0 | 13 14 | 13 14 | 14 0 | " |
| Nawab Shah ... | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | " |
| NawabWali Muhammad Khan. | 14 4 | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | 14 4 | " |
| Nawashahr Doaba ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Nawaz Dahi ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| New Delhi ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| New Saldabad ... | 14 0 | 14 0 | 14 0 | 14 0 | 13 13 | 14 0 | 14 0 | " |
| Nowshera ... | 12 14 | 12 14 | 12 14 | 12 11 | 12 11 | 12 11 | 12 14 | Via Saharanpur. |
| Nowshera Thana ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 11 | 12 14 | 12 14 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Karnatar | Sitarampur | Shamdh | Kulti | Barakar | Mugma | Mugma West | Route. |
|--------------------------|----------|------------|--------|--------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Mari Indus ... | 12 14 | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | Via Saharanpur. |
| Maur ... | 10 3 | 10 0 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | Via Ghaziabad. |
| Meerut Cant. ... | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Metting ... | 13 11 | 13 9 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Mian Channun ... | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | " |
| Miani ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | Via Saharanpur. |
| Mianwali ... | 12 9 | 12 7 | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Minchinabad ... | 11 0 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |
| Miran Sahib ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Mirpur Mathelo ... | 13 0 | 12 14 | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | Via Ghaziabad. |
| Missa Keswal ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 14 | Via Saharanpur. |
| Mithiani ... | 14 0 | 13 14 | 14 0 | 13 14 | 13 14 | 13 14 | 13 14 | Via Ghaziabad. |
| Moga Tahsil ... | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Moghalpura ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | " |
| Mona ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 14 | " |
| Montgomery ... | 11 9 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Morinda ... | 10 0 | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | Via Saharanpur. |
| Moro Sind ... | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | 13 14 | 13 14 | Via Ghaziabad. |
| Muhiuddinpur ... | 9 3 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Mukerian ... | 10 12 | 10 9 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Mullanpur... .. | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | " |
| Multan Cant. ... | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | Via Ghaziabad. |
| Multan City ... | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | " |
| Muridke ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | Via Saharanpur. |
| Mustafabad ... | 9 9 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Muzaffarnagar ... | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 3 | Via Ghaziabad. |
| Muzaffargarh ... | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | " |
| Nabha ... | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | Via Saharanpur |
| Nagal ... | 9 7 | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Nakband ... | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Nakodar ... | 10 7 | 10 5 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Nankana Sahab ... | 11 7 | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | " |
| Narang ... | 11 2 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Narela ... | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | Via Ghaziabad. |
| Narowal ... | 11 2 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Narwana ... | 9 12 | 9 9 | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | Via Ghaziabad. |
| Nasrula ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Naundero ... | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | 13 7 | 13 7 | Via Ghaziabad. |
| Naushaharo Feroze ... | 14 0 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | 13 14 | " |
| Nawab Shah ... | 14 2 | 14 0 | 14 0 | 14 0 | 13 13 | 13 13 | 13 13 | " |
| NawabWali Muhammad Khan. | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | " |
| Nawashahr Doaba ... | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Nawaz Dahrli ... | 14 0 | 13 13 | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| New Delhi ... | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| New Saidabad ... | 14 0 | 13 13 | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | " |
| Nowshera... .. | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 9 | 12 11 | Via Saharanpur. |
| Nowshera Thana ... | 12 14 | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Kalobathar | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route. |
|------------------------------|------------|---------|-------------------------------------------|----------|-------------|----------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Marl Indus ... | 12 9 | 12 7 | 12 7 | 12 14 | 12 14 | 12 14 | 12 14 | Via Saharanpur. |
| Maur ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | Via Ghaziabad. |
| Meerut Cant. ... | 8 14 | 8 12 | 8 12 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Metting ... | 13 9 | 13 7 | 13 7 | 13 13 | 13 13 | 13 13 | 13 13 | " |
| Mian Channun ... | 11 9 | 11 7 | 11 9 | 11 14 | 11 14 | 12 0 | 11 14 | " |
| Miani ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | Via Saharanpur. |
| Mianwali ... | 12 5 | 12 5 | 12 5 | 12 11 | 12 11 | 12 11 | 12 9 | " |
| Minchinabad ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Miran Sahib ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | Via Saharanpur. |
| Mirpur Mathelo ... | 12 14 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | Via Ghaziabad. |
| Missa Keswal ... | 11 12 | 11 9 | 11 12 | 12 0 | 12 0 | 12 2 | 12 0 | Via Saharanpur. |
| Mithiani ... | 13 11 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 0 | Via Ghaziabad. |
| Moga Tahsil ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 7 | Via Saharanpur. |
| Moghalpura ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Mona ... | 11 12 | 11 9 | 11 12 | 12 0 | 12 0 | 12 2 | 12 0 | " |
| Montgomery ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | Via Ghaziabad. |
| Morinda ... | 9 14 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 3 | Via Saharanpur. |
| Moro Sind ... | 13 14 | 13 11 | 13 14 | 14 2 | 14 2 | 14 4 | 14 2 | Via Ghaziabad. |
| Muhiuddinpur ... | 8 14 | 8 12 | 8 12 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Mukerian ... | 10 7 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 12 | Via Saharanpur. |
| Mullanpur ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Multan Cant. ... | 12 0 | 11 14 | 12 0 | 12 5 | 12 5 | 12 7 | 12 5 | Via Ghaziabad. |
| Multan City ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Muridke ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Mustafabad ... | 9 5 | 9 3 | 9 3 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Muzaffarnagar ... | 9 0 | 8 14 | 9 0 | 9 5 | 9 5 | 9 7 | 9 5 | Via Ghaziabad. |
| Muzaffargarh ... | 12 2 | 12 0 | 12 0 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Nabha ... | 9 12 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 0 | Via Saharanpur. |
| Nagal ... | 9 3 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Nakband ... | 12 9 | 12 7 | 12 9 | 13 0 | 13 0 | 13 0 | 12 14 | " |
| Nakodar ... | 10 3 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Nankana Sahab ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Narang ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 2 | " |
| Narela ... | 8 14 | 8 14 | 8 14 | 9 5 | 9 5 | 9 5 | 9 3 | Via Ghaziabad. |
| Narowal ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Narwana ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 12 | Via Ghaziabad. |
| Nasrula ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Naundero ... | 13 7 | 13 4 | 13 7 | 13 11 | 13 11 | 13 14 | 13 11 | Via Ghaziabad. |
| Naushaharo Feroze ... | 13 11 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 0 | " |
| Nawab Shah ... | 13 13 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 2 | " |
| NawabWali Muhammad Khan. ... | 14 0 | 13 13 | 14 0 | 14 4 | 14 4 | 14 7 | 14 4 | " |
| Nawashahr Doaba ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Nawaz Dahri ... | 13 13 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| New Delhi ... | 8 14 | 8 12 | 8 12 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| New Saldabad ... | 13 11 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 0 | " |
| Nowshera ... | 12 9 | 12 7 | 12 9 | 12 14 | 12 14 | 13 0 | 12 14 | Via Saharanpur. |
| Nowshera Thana ... | 12 9 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 12 14 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Toposi | Singarani | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route. |
|------------------------------|--------|-----------|--------|---------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Mari Indus ... | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 14 | 12 14 | Via Saharanpur |
| Maur ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | Via Ghaziabad. |
| Meerut Cant. ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 3 | 9 3 | " |
| Meting ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 13 | 13 13 | " |
| Mian Channun ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 14 | 11 14 | " |
| Miani ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 12 0 | 12 0 | Via Saharanpur. |
| Mianwali ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | " |
| Minchinabad ... | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | Via Ghaziabad. |
| Miran Sahib ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | Via Saharanpur. |
| Mirpur Mathelo ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | Via Ghaziabad. |
| Missa Keswal ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 0 | Via Saharanpur. |
| Mithiani ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | Via Ghaziabad. |
| Moga Tahsil ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | Via Saharanpur. |
| Moghalpura ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Mona ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 0 | " |
| Montgomery ... | 11 0 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | Via Ghaziabad. |
| Morinda ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | Via Saharanpur. |
| Moro Sind ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 0 | 14 2 | 14 2 | Via Ghaziabad. |
| Muhiuddinpur ... | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 3 | 9 3 | " |
| Mukerian ... | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | Via Saharanpur. |
| Mullanpur... .. | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | 10 5 | 10 5 | " |
| Multan Cant. ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 2 | 12 5 | 12 5 | Via Ghaziabad. |
| Multan City ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Muridke ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 2 | 11 2 | Via Saharanpur. |
| Mustafabad ... | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | " |
| Muzaffarnagar ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 5 | 9 5 | Via Ghaziabad. |
| Muzaffargarh ... | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 7 | 12 7 | " |
| Nabha ... | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 10 0 | 10 3 | Via Saharanpur. |
| Nagal ... | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | " |
| Nakband ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 11 | 12 14 | 13 0 | " |
| Nakodar ... | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Nankana Sahab ... | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | " |
| Narang ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | " |
| Narela ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 0 | 9 3 | 9 5 | Via Ghaziabad. |
| Narowal ... | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | Via Saharanpur. |
| Narwana ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | Via Ghaziabad. |
| Nasrula ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Naundero ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 9 | 13 11 | 13 11 | Via Ghaziabad. |
| Naushaharo Feroze ... | 14 0 | 14 0 | 14 0 | 14 0 | 13 14 | 14 0 | 14 2 | " |
| Nawab Shah ... | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | 14 2 | 14 2 | " |
| NawabWali Muhammad Khan. ... | 14 4 | 14 4 | 14 4 | 14 4 | 14 2 | 14 4 | 14 4 | " |
| Nawashahr Doaba ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Nawaz Dahri ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 2 | Via Ghaziabad. |
| New Delhi ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 3 | " |
| New Saidabad ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | " |
| Nowshera ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 11 | 12 14 | 12 14 | Via Saharanpur. |
| Nowshera Thana ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 604.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka Kana | Bhurkunda Siding | Ray | Route. |
|-------------------------------|---------|----------------|-------------|--------|-------------|------------|------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Mari Indus ... | 11 12 | 11 12 | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | 12 7 | Via Saharanpur. |
| Maur ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 9 12 | Via Ghaziabad. |
| Meerut Cant. ... | 8 0 | 8 0 | 8 10 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | " |
| Meting ... | 12 11 | 12 11 | 13 4 | 13 7 | 13 9 | 13 9 | 13 9 | 13 4 | " |
| Mian Channun ... | 10 12 | 10 12 | 11 7 | 11 9 | 11 12 | 11 9 | 11 9 | 11 7 | " |
| Miani ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 14 | 11 12 | 11 12 | 11 9 | Via Saharanpur. |
| Mianwali ... | 11 7 | 11 9 | 12 2 | 12 5 | 12 7 | 12 7 | 12 5 | 12 2 | " |
| Minchinabad ... | 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 9 | Via Ghaziabad. |
| Miran Sahib ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 0 | Via Saharanpur. |
| Mirpur Mathelo ... | 12 0 | 12 0 | 12 9 | 12 11 | 12 14 | 12 14 | 12 14 | 12 9 | Via Ghaziabad. |
| Missa Keswal ... | 10 14 | 10 14 | 11 9 | 11 12 | 11 14 | 11 12 | 11 12 | 11 9 | Via Saharanpur. |
| Mithiani ... | 12 14 | 13 0 | 13 9 | 13 11 | 13 14 | 13 14 | 13 11 | 13 9 | Via Ghaziabad. |
| Moga Tahsil ... | 9 5 | 9 7 | 10 0 | 10 3 | 10 5 | 10 5 | 10 3 | 10 0 | Via Saharanpur. |
| Moghalpura ... | 9 14 | 9 14 | 10 9 | 10 9 | 10 14 | 10 12 | 10 12 | 10 9 | " |
| Mona ... | 10 14 | 10 14 | 11 9 | 11 12 | 11 14 | 11 12 | 11 12 | 11 9 | " |
| Montgomery ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 2 | Via Ghaziabad. |
| Morinda ... | 9 0 | 9 0 | 9 9 | 9 12 | 9 14 | 9 14 | 9 14 | 9 9 | Via Saharanpur. |
| Moro Sind ... | 13 0 | 13 0 | 13 11 | 13 14 | 14 0 | 13 14 | 13 14 | 13 11 | Via Ghaziabad. |
| Muhiuddinpur ... | 8 1 | 8 1 | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | " |
| Mukerian ... | 9 9 | 9 9 | 10 5 | 10 7 | 10 9 | 10 9 | 10 7 | 10 5 | Via Saharanpur. |
| Mullanpur ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 3 | 10 0 | 10 0 | 9 14 | " |
| Multan Cant. ... | 11 2 | 11 2 | 11 14 | 11 14 | 12 2 | 12 0 | 12 0 | 11 14 | Via Ghaziabad. |
| Multan City ... | 11 2 | 11 2 | 11 14 | 11 14 | 12 2 | 12 0 | 12 0 | 11 14 | " |
| Muridke ... | 10 0 | 10 0 | 10 12 | 10 12 | 11 0 | 10 14 | 10 14 | 10 12 | Via Saharanpur. |
| Mustafabad ... | 8 7 | 8 7 | 9 3 | 9 3 | 9 5 | 9 5 | 9 5 | 9 3 | " |
| Muzaffarnagar ... | 8 3 | 8 3 | 8 14 | 9 0 | 9 3 | 9 0 | 9 0 | 8 12 | Via Ghaziabad. |
| Muzaffargarh ... | 11 5 | 11 5 | 12 0 | 12 0 | 12 5 | 12 2 | 12 2 | 12 0 | " |
| Nabha ... | 8 14 | 8 14 | 9 9 | 9 12 | 9 14 | 9 14 | 9 12 | 9 9 | Via Saharanpur. |
| Nagal ... | 8 5 | 8 5 | 9 0 | 9 0 | 9 3 | 9 3 | 9 3 | 9 0 | " |
| Nakband ... | 11 12 | 11 12 | 12 7 | 12 9 | 12 11 | 12 9 | 12 9 | 12 9 | " |
| Nakodar ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | 10 0 | " |
| Nankana Sahab ... | 10 5 | 10 5 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 0 | " |
| Narang ... | 10 3 | 10 3 | 10 12 | 10 14 | 11 0 | 11 0 | 11 0 | 10 12 | " |
| Narela ... | 8 1 | 8 1 | 8 12 | 8 14 | 9 0 | 9 0 | 8 14 | 8 12 | Via Ghaziabad. |
| Narowal ... | 10 0 | 10 0 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 10 12 | Via Saharanpur. |
| Narwana ... | 8 10 | 8 12 | 9 5 | 9 7 | 9 9 | 9 9 | 9 7 | 9 5 | Via Ghaziabad. |
| Nasrula ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 3 | Via Saharanpur. |
| Naundero ... | 12 9 | 12 9 | 13 4 | 13 4 | 13 9 | 13 7 | 13 7 | 13 4 | Via Ghaziabad. |
| Naushaharo Feroze ... | 12 14 | 12 14 | 13 9 | 13 11 | 13 14 | 13 14 | 13 11 | 13 9 | " |
| Nawab Shah ... | 13 0 | 13 0 | 13 11 | 13 11 | 13 13 | 13 13 | 13 13 | 13 11 | " |
| Nawab Wali Muhammad Khan. ... | 13 2 | 13 2 | 13 13 | 13 14 | 14 2 | 14 0 | 14 0 | 13 13 | " |
| Nawashahr Doaba ... | 9 7 | 9 7 | 10 0 | 10 3 | 10 5 | 10 5 | 10 5 | 10 0 | Via Saharanpur. |
| Nawaz Dahri ... | 13 0 | 13 0 | 13 9 | 13 11 | 13 13 | 13 13 | 13 13 | 13 9 | Via Ghaziabad. |
| New Delhi ... | 8 1 | 8 1 | 8 10 | 8 12 | 8 14 | 8 14 | 8 14 | 8 10 | " |
| New Saidabad ... | 12 14 | 12 14 | 13 9 | 13 11 | 13 13 | 13 13 | 13 11 | 13 9 | " |
| Nowshera ... | 11 12 | 11 12 | 12 7 | 12 9 | 12 11 | 12 9 | 12 9 | 12 7 | Via Saharanpur. |
| Nowshera Thana ... | 11 12 | 11 12 | 12 7 | 12 9 | 12 11 | 12 11 | 12 9 | 12 7 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

N. B.—For surcharge leviable in addition see notes (I) and (II) under "N. B." at page 604.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|----------------------|--------|--------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Nurmahal ... | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | Via Saharanpur |
| Odero Lal ... | 13 11 | 13 13 | 13 13 | 13 13 | 13 13 | 14 0 | 13 13 | Via Ghaziabad. |
| Okara ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | " |
| Pabbi ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | Via Saharanpur. |
| Pajian ... | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | " |
| Pakka Anna ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " |
| Pakpattan ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Ghaziabad. |
| Panipat ... | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 12 | 9 9 | " |
| Parkhoo Dheri ... | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | Via Saharanpur. |
| Pasrur ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | " |
| Pathankot ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | " |
| Patiala ... | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 0 | " |
| Patti ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | " |
| Pattoki ... | 11 2 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Ghaziabad. |
| Pehowa Road ... | 9 14 | 9 14 | 10 0 | 10 0 | 11 0 | 10 3 | 10 0 | " |
| Pajowali ... | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Saharanpur. |
| Peshawar City ... | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | " |
| Peshawar Cant. ... | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | " |
| Pezu† ... | 13 9 | 13 11 | 13 11 | 13 11 | 13 11 | 13 14 | 13 11 | " |
| Phagwara ... | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Phillaur ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Phularwan ... | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Phlu Khara ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 14 | Via Ghaziabad. |
| Pindarai ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Pind Dadan Khan ... | 12 0 | 12 0 | 12 2 | 12 2 | 11 2 | 12 5 | 12 2 | Via Saharanpur. |
| Pirawala ... | 12 0 | 12 0 | 12 2 | 12 2 | 11 2 | 12 5 | 12 2 | Via Ghaziabad. |
| Qadian Mughlan ... | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | Via Saharanpur. |
| Qabarwala ... | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | Via Ghaziabad. |
| Qila Sheikhupura ... | 11 2 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Saharanpur. |
| Quetta ... | 15 2 | 15 2 | 15 4 | 15 4 | 15 4 | 15 4 | 15 4 | Via Ghaziabad. |
| Radhan ... | 14 0 | 14 0 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | " |
| Raewind ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | " |
| Rahon ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | Via Saharanpur. |
| Rahwali ... | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | " |
| Raja Jang ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Ghaziabad. |
| Rajpura ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | Via Saharanpur. |
| Ramdas ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | " |
| Rampura Phul ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | " |
| Ranbirsingpura ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | " |
| Rackhanwala ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Ghaziabad. |
| Rawalpindi ... | 12 5 | 12 5 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | Via Saharanpur. |
| Raya Khas ... | 11 2 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | " |
| Renala Khurd ... | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | Via Ghaziabad. |
| Riazabad ... | 12 2 | 12 2 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | " |
| Risalpore Cant. ... | 12 14 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | Via Saharanpur. |
| Rohri ... | 13 7 | 13 7 | 13 9 | 13 9 | 13 9 | 13 11 | 13 9 | Via Ghaziabad. |
| Rohtak ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Marl Indus must be levied in addition.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

| Station | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalipahar | Asansol | Dharka | Jainti Siding | Route |
|----------------------|----------|------------------------------------|---------------|-----------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Nurmahal ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Odero Lal ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Okara ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Pabbi ... | 12 14 | 12 14 | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | Via Saharanpur. |
| Pajian ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | " |
| Pakka Anna ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Pakpattan ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 7 | 11 7 | Via Ghaziabad. |
| Panipat ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | " |
| Parkhoo Dheri ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | Via Saharanpur. |
| Pasrur ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Pathankot ... | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Patiala ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Patti ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Pattoki ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 2 | Via Ghaziabad. |
| Pehowa Road ... | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | 9 14 | " |
| Pajowall ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | Via Saharanpur. |
| Peshawar City ... | 13 0 | 13 0 | 13 0 | 13 0 | 12 14 | 13 0 | 13 0 | " |
| Peshawar Cant. ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Pezut ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Phagwara ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Phillaur ... | 10 3 | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Phularwan ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Pilu Khera ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | Via Ghaziabad. |
| Pindaral ... | 9 12 | 9 12 | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Pind Dadan Khan ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | Via Saharanpur. |
| Pirawala ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | Via Ghaziabad. |
| Qadian Mughlan ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | Via Saharanpur. |
| Qabarwala ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 9 | Via Ghaziabad. |
| Qila Sheikhupura ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Quetta ... | 15 2 | 15 2 | 15 2 | 15 0 | 15 0 | 15 0 | 15 2 | Via Ghaziabad. |
| Radhan ... | 14 0 | 14 0 | 14 0 | 13 14 | 13 14 | 13 14 | 14 0 | " |
| Raewind ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Rahon ... | 10 7 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Rahwali ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Raja Jang ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |
| Rajpura ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | Via Saharanpur. |
| Ramdas ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Rampura Phul ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | " |
| Ranbirsingpura ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Rackhanwala ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |
| Rawalpindi ... | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | 12 5 | Via Saharanpur. |
| Raya Khas ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 2 | " |
| Renala Khurd ... | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 5 | Via Ghaziabad. |
| Riazabad ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Risalpore Cant. ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | Via Saharanpur. |
| Rohri ... | 13 7 | 13 7 | 13 7 | 13 4 | 13 4 | 13 4 | 13 7 | Via Ghaziabad. |
| Rohtak ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

N. W. Ry.

| Stations | Karnatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|---------------------|----------|------------|---------|--------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Nurmahal ... | 10 5 | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | Via Saharanpur. |
| Odero Lal ... | 13 11 | 13 9 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | Via Ghaziabad. |
| Okara ... | 11 5 | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Pabbi ... | 13 0 | 12 14 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | Via Saharanpur. |
| Pajian ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Pakka Anna ... | 11 12 | 11 9 | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Pakpattan ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Panipat ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Parkhoo Dheri ... | 13 0 | 12 14 | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | Via Saharanpur. |
| Pasrur ... | 11 2 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Pathankot ... | 11 5 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | " |
| Patiala ... | 9 14 | 9 12 | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Pattl ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | " |
| Pattoki ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Pehowa Road ... | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | 9 9 | 9 9 | " |
| Pajowali ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | Via Saharanpur. |
| Peshawar City ... | 13 0 | 12 14 | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Peshawar Cant. ... | 13 0 | 12 14 | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | " |
| Pezut ... | 13 9 | 13 7 | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | " |
| Phagwara ... | 10 5 | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Phillaur ... | 10 5 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Phularwan ... | 12 0 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Pilu Khera ... | 9 12 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | Via Ghaziabad. |
| Pindarai ... | 9 14 | 9 12 | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Pind Dadan Khan ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | Via Saharanpur. |
| Pirawala ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | Via Ghaziabad. |
| Qadian Mughlan ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Qabarwala ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Ghaziabad. |
| Qila Sheikhpura ... | 11 2 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Quetta ... | 15 2 | 15 0 | 15 0 | 15 0 | 15 0 | 14 13 | 14 13 | Via Ghaziabad. |
| Radhan ... | 14 0 | 13 14 | 13 14 | 13 14 | 13 14 | 13 11 | 13 14 | " |
| Raewind ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | " |
| Rahon ... | 10 9 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Rahwali ... | 11 5 | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Raja Jang ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |
| Rajpura ... | 9 12 | 9 9 | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | Via Saharanpur. |
| Ramdas ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | " |
| Rampura Phul ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | " |
| Ranbirsingpura ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Rackhanwala ... | 10 14 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |
| Rawalpindi ... | 12 5 | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | Via Saharanpur. |
| Raya Khas ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Renala Khurd ... | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | Via Ghaziabad. |
| Riazabad ... | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | " |
| Risalpore Cant. ... | 12 14 | 12 11 | 12 14 | 12 11 | 12 11 | 12 11 | 12 11 | Via Saharanpur. |
| Rohri ... | 13 7 | 13 4 | 13 4 | 13 4 | 13 4 | 13 2 | 13 2 | Via Ghaziabad. |
| Rohank ... | 9 5 | 9 3 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|----------------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Nurmahal ... | 10 0 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 5 | Via Saharanpur. |
| Odero Lal ... | 13 9 | 13 7 | 13 7 | 13 13 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| Okara ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Pabbi ... | 12 11 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 13 0 | Via Saharanpur. |
| Pajlan ... | 10 5 | 10 3 | 10 5 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Pakka Anna ... | 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Pakpattan ... | 11 2 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 7 | Via Ghaziabad. |
| Panipat ... | 9 3 | 9 0 | 9 3 | 9 9 | 9 9 | 9 9 | 9 7 | " |
| Parkhoo Dheri ... | 12 14 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | Via Saharanpur |
| Pasrur ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Pathankot ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Patiala ... | 9 12 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 9 14 | " |
| Patti ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Pattoki ... | 10 14 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 2 | Via Ghaziabad. |
| Pehowa Road ... | 9 9 | 9 7 | 9 9 | 9 14 | 9 14 | 10 0 | 9 14 | " |
| Pajowali ... | 10 14 | 10 12 | 10 14 | 11 2 | 11 2 | 11 5 | 11 2 | Via Saharanpur. |
| Peshawar City ... | 12 14 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 0 | " |
| Peshawar Cant. ... | 12 14 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | " |
| Pezul ... | 13 7 | 13 4 | 13 4 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Phagwara ... | 10 0 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 5 | " |
| Phillaur ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Phularwan ... | 11 14 | 11 12 | 12 12 | 12 2 | 12 2 | 12 2 | 12 0 | " |
| Pilu Khera ... | 9 7 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 12 | Via Ghaziabad. |
| Pindarai ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Pind Dadan Khan ... | 11 12 | 11 9 | 11 12 | 12 0 | 12 0 | 12 2 | 12 0 | Via Saharanpur. |
| Pirawala ... | 11 12 | 11 9 | 11 12 | 12 2 | 12 2 | 12 2 | 12 0 | Via Ghaziabad. |
| Qadian Mughlan ... | 10 12 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | Via Saharanpur. |
| Qabarwala ... | 10 5 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 9 | Via Ghaziabad. |
| Qila Sheikhupura ... | 10 14 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 2 | Via Saharanpur. |
| Quetta ... | 14 13 | 14 11 | 14 11 | 15 2 | 15 2 | 15 2 | 15 2 | Via Ghaziabad. |
| Radhan ... | 13 11 | 13 9 | 13 11 | 14 0 | 14 0 | 14 2 | 14 0 | " |
| Raewind ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Rahon ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Rahwali ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Raja Jang ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Rajpura ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | Via Saharanpur. |
| Ramdas ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Rampura Phul ... | 10 3 | 10 0 | 10 3 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Ranbirsingpura ... | 11 2 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 7 | " |
| Rackhanwala ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | Via Ghaziabad. |
| Rawalpindi ... | 12 0 | 11 14 | 12 0 | 12 5 | 12 5 | 12 7 | 12 5 | Via Saharanpur. |
| Raya Khas ... | 10 14 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 2 | " |
| Renala Khurd ... | 11 0 | 10 14 | 11 0 | 11 5 | 11 5 | 11 7 | 11 5 | Via Ghaziabad. |
| Riazabad ... | 11 14 | 11 12 | 11 14 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Risalpore Cant. ... | 12 11 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 12 14 | Via Saharanpur. |
| Rohri ... | 13 2 | 13 0 | 13 2 | 13 7 | 13 7 | 13 9 | 13 7 | Via Ghaziabad |
| Rohtak ... | 9 3 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transshipment charge of Re. 0-4-6 per ton at Marri Indus must be levied in addition.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

| Stations | Toposi | Singaran | Ikrah | Jamurla | Barabani | Churulia | Gaurangdi | Route |
|---------------------|--------|----------|--------|---------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Nurmahal ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 11 | 10 7 | Via Saharanpur. |
| Odero Lal ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 13 | Via Ghaziabad. |
| Okara ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | " |
| Pabbi ... | 13 0 | 13 0 | 12 14 | 12 14 | 12 14 | 13 0 | 13 0 | Via Saharanpur. |
| Pajian ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 12 | " |
| Pakka Anna ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 14 | " |
| Pakpattan ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | Via Ghaziabad. |
| Panipat ... | 9 7 | 9 12 | 9 7 | 9 7 | 9 5 | 9 7 | 9 9 | " |
| Parkhoo Dheri ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | Via Saharanpur. |
| Pasrur ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | " |
| Pathankot ... | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | " |
| Patiala ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | " |
| Patti ... | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Pattoki ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 5 | Via Ghaziabad. |
| Pehowa Road ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 12 | 9 14 | 9 14 | " |
| Pajowali ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 2 | Via Saharanpur. |
| Peshawar City ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | " |
| Peshawar Cant. ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | " |
| Pezu† ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 11 | " |
| Phagwara ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | " |
| Phillaur ... | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | " |
| Phularwan ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Pilu Khera ... | 9 9 | 9 12 | 9 9 | 9 9 | 9 9 | 9 12 | 9 12 | Via Ghaziabad. |
| Pindarai ... | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | 9 14 | 9 14 | " |
| Pind Dadan Khan ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 0 | Via Saharanpur. |
| Pirawala ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 2 | Via Ghaziabad. |
| Qadian Mughlan ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | Via Saharanpur. |
| Qabarwala ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 12 | Via Ghaziabad. |
| Qila Sheikhpura ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | Via Saharanpur. |
| Quetta ... | 15 2 | 15 2 | 15 2 | 15 2 | 15 0 | 15 2 | 15 2 | Via Ghaziabad. |
| Radhan ... | 14 0 | 14 0 | 14 0 | 14 0 | 13 14 | 14 0 | 14 0 | " |
| Raewind ... | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Rahon ... | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Rahwali ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | " |
| Raja Jang ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | Via Ghaziabad. |
| Rajpura ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 14 | Via Saharanpur. |
| Ramdas ... | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Rampura Phul ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 7 | " |
| Ranbirsingpura ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | " |
| Rackhanwala ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | Via Ghaziabad. |
| Rawalpindi ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 2 | 12 5 | 12 5 | Via Saharanpur. |
| Raya Khas ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 5 | " |
| Renala Khurd ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 2 | 11 5 | 11 5 | Via Ghaziabad. |
| Riazabad ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 2 | " |
| Risalpore Cant. ... | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 12 14 | 13 0 | Via Saharanpur. |
| Rohri ... | 13 7 | 13 7 | 13 7 | 13 7 | 13 4 | 13 7 | 13 7 | Via Ghaziabad. |
| Rohtak ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Bhurkunda Siding | Ray | Route |
|------------------|---------|----------------|-------------|--------|-------------|-----------|------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Nurmahal | 9 3 | 9 5 | 9 14 | 10 0 | 10 3 | 10 3 | 10 0 | 9 14 | Via Saharanpur. |
| Odero Lal | 12 11 | 12 11 | 13 4 | 13 7 | 13 9 | 13 9 | 13 9 | 13 14 | Via Ghaziabad. |
| Okara | 10 5 | 10 5 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 10 14 | " |
| Pabbi | 11 14 | 11 14 | 12 9 | 12 9 | 12 11 | 12 11 | 12 11 | 12 9 | Via Saharanpur. |
| Paljan | 9 7 | 9 7 | 10 3 | 10 5 | 10 7 | 10 5 | 10 5 | 10 3 | " |
| Pakka Anna | 10 12 | 10 12 | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 5 | " |
| Pakpattan | 10 5 | 10 5 | 11 0 | 11 2 | 11 5 | 11 5 | 11 2 | 11 0 | Via Ghaziabad. |
| Panipat | 8 5 | 8 5 | 9 0 | 9 3 | 9 5 | 9 3 | 9 3 | 9 0 | " |
| Parkhoo Dheri | 12 0 | 12 0 | 12 9 | 12 11 | 12 14 | 12 14 | 12 14 | 12 9 | Via Saharanpur. |
| Passur | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 12 | " |
| Pathankot | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 10 14 | " |
| Patiala | 8 12 | 8 14 | 9 7 | 9 9 | 9 12 | 9 12 | 9 9 | 9 7 | " |
| Patti | 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Pattoki | 10 0 | 10 0 | 10 12 | 10 12 | 10 12 | 11 0 | 10 14 | 10 12 | Via Ghaziabad. |
| Pehowa Road | 8 12 | 8 12 | 9 7 | 9 9 | 9 12 | 9 9 | 9 9 | 9 7 | " |
| Pajowali | 10 0 | 10 0 | 10 12 | 10 12 | 11 0 | 10 14 | 10 14 | 10 12 | Via Saharanpur. |
| Peshawar City | 11 14 | 11 14 | 12 9 | 12 11 | 12 14 | 12 14 | 12 11 | 12 9 | " |
| Peshawar Cant. | 12 0 | 12 0 | 12 9 | 12 11 | 12 14 | 12 14 | 12 14 | 12 9 | " |
| Pezul | 12 9 | 12 9 | 13 2 | 13 4 | 13 7 | 13 7 | 13 7 | 13 2 | " |
| Phagwara | 9 3 | 9 5 | 9 14 | 10 0 | 10 3 | 10 3 | 10 0 | 9 14 | " |
| Phillaur | 9 3 | 9 3 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 9 14 | " |
| Phularwan | 10 14 | 11 0 | 11 9 | 11 12 | 11 14 | 11 14 | 11 12 | 11 9 | " |
| Pilu Khera | 8 10 | 8 10 | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 3 | Via Ghaziabad. |
| Pindarai | 8 12 | 8 12 | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 7 | " |
| Pind Dadan Khan | 10 14 | 10 14 | 11 9 | 11 12 | 11 14 | 11 12 | 11 12 | 11 9 | Via Saharanpur. |
| Pirawala | 10 14 | 10 14 | 11 9 | 11 12 | 11 14 | 11 12 | 11 12 | 11 9 | Via Ghaziabad. |
| Qadian Mughlan | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 14 | 10 12 | 10 9 | Via Saharanpur. |
| Qabarwala | 9 7 | 9 7 | 10 3 | 10 5 | 10 7 | 10 7 | 10 5 | 10 3 | Via Ghaziabad. |
| Qila Sheikhupura | 10 0 | 10 3 | 10 12 | 10 14 | 11 0 | 11 0 | 10 14 | 10 12 | Via Saharanpur. |
| Quetta | 14 0 | 14 0 | 14 11 | 14 11 | 15 0 | 14 13 | 14 13 | 14 11 | Via Ghaziabad. |
| Radhan | 12 14 | 12 14 | 13 9 | 13 11 | 13 14 | 13 11 | 13 11 | 13 9 | " |
| Raewind | 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Rahon | 9 7 | 9 7 | 9 7 | 10 3 | 10 5 | 10 5 | 10 5 | 10 3 | Via Saharanpur. |
| Rahwali | 10 5 | 10 5 | 10 14 | 11 0 | 11 2 | 11 2 | 11 2 | 10 14 | " |
| Raja Jang | 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 7 | Via Ghaziabad. |
| Rajpura | 8 12 | 8 12 | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 5 | Via Saharanpur |
| Ramdas | 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Rampura Phul | 9 5 | 9 5 | 10 0 | 10 0 | 10 5 | 10 3 | 10 3 | 10 0 | " |
| Ranbirsingpura | 10 5 | 10 7 | 11 0 | 11 2 | 11 5 | 11 5 | 11 2 | 11 0 | " |
| Rackhanwala | 9 12 | 9 14 | 10 7 | 10 9 | 10 12 | 10 12 | 10 9 | 10 7 | Via Ghaziabad. |
| Rawalpindi | 11 2 | 11 2 | 11 14 | 12 0 | 12 2 | 12 0 | 12 0 | 11 14 | Via Saharanpur. |
| Raya Khas | 10 0 | 10 0 | 10 12 | 10 14 | 11 0 | 11 0 | 10 14 | 10 14 | " |
| Renala Khurd | 10 3 | 10 3 | 10 14 | 11 0 | 11 2 | 11 0 | 11 0 | 10 14 | Via Ghaziabad. |
| Riazabad | 11 0 | 11 0 | 11 12 | 11 14 | 12 0 | 11 14 | 11 14 | 11 12 | " |
| Risalpore Cant. | 11 12 | 11 14 | 12 7 | 12 9 | 12 11 | 12 11 | 12 9 | 12 7 | Via Saharanpur |
| Rohri | 12 5 | 12 5 | 13 0 | 13 0 | 13 4 | 13 2 | 13 2 | 13 0 | Via Ghaziabad. |
| Rohrak | 8 5 | 8 5 | 9 0 | 9 0 | 9 3 | 9 3 | 9 3 | 8 14 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transshipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 604.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-----------------------|--------|--------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ruk ... | 13 9 | 13 9 | 13 9 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Rupar ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | Via Saharanpur. |
| Rurala Road ... | 11 9 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | " |
| Sabu Rahu ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 4 | Via Ghaziabad. |
| Sadhoogarh ... | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 10 3 | 10 0 | Via Saharanpur. |
| Safidon ... | 9 9 | 9 9 | 9 12 | 9 12 | 9 12 | 9 14 | 9 12 | Via Ghaziabad. |
| Salla Khurd ... | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | Via Saharanpur. |
| Sakrand ... | 14 2 | 14 2 | 14 4 | 14 4 | 14 4 | 14 7 | 14 4 | Via Ghaziabad. |
| Salarwala ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Saharanpur. |
| Samalkha ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | Via Ghaziabad. |
| Samasata ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " |
| Sambhu ... | 9 12 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | Via Saharanpur. |
| Sambrial ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | " |
| Sanahwal ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | " |
| Sanawan ... | 12 9 | 12 11 | 12 11 | 12 11 | 12 11 | 12 14 | 12 11 | Via Ghaziabad. |
| Sangla Hill ... | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Saharanpur. |
| Sangjani ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | " |
| Sangrur ... | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | Via Ghaziabad. |
| Sann ... | 14 0 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | 14 2 | " |
| Sarai Alamgir ... | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | Via Saharanpur. |
| Sarai Banjara ... | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Sargodha ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | " |
| Sarna ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | " |
| Sawaiwala ... | 11 2 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Ghaziabad. |
| Sayyadan Khedar ... | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Sehwan ... | 14 4 | 14 4 | 14 4 | 14 7 | 14 7 | 14 7 | 14 7 | " |
| Sekha ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | Via Saharanpur. |
| Sewaha ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 14 | 9 14 | Via Ghaziabad. |
| Shahabad-Markanda ... | 9 12 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | Via Saharanpur. |
| Shahbaz Khel§ ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 11 | 13 11 | 13 11 | " |
| Shahdadpur ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 0 | Via Ghaziabad. |
| Shahdara ... | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | Via Saharanpur. |
| Shahgai ... | 13 9 | 13 9 | 13 11 | 13 11 | 13 11 | 13 14 | 13 11 | " |
| Shah Jewana ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Shahpur Jahania ... | 14 2 | 14 4 | 14 4 | 14 4 | 14 4 | 14 7 | 14 4 | Via Ghaziabad. |
| Sham Chaurashi ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | Via Saharanpur. |
| Shankar ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Shikarpur ... | 13 9 | 13 11 | 13 11 | 13 11 | 13 11 | 13 14 | 13 11 | Via Ghaziabad. |
| Shakurbasti ... | 9 3 | 9 3 | 9 3 | 9 3 | 9 3 | 9 5 | 9 5 | " |
| Shorkot Road ... | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | Via Saharanpur. |
| Siakot Cant. ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | " |
| Siakot ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Sillanwali ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " |
| Sindhur ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | " |
| Sirhind ... | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 0 | " |
| Sobhaga ... | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 5 | 12 2 | " |
| Sobhawalla ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

§ A transshipment charge of Re. 0-4-6 per ton at Marl Indus must be levied in addition to these rates.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 604.

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route |
|-----------------------|----------|--------------------------------------------|---------------|------------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ruk ... | 13 9 | 13 9 | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | Via Ghaziabad. |
| Rupar ... | 10 3 | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | Via Saharanpur. |
| Rurala Road ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Sabu Rahu ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Sadhoogarh ... | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | 9 14 | Via Saharanpur. |
| Safidon ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 9 | Via Ghaziabad. |
| Salla Khurd ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 9 | Via Saharanpur. |
| Sakrand ... | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | 14 0 | 14 2 | Via Ghaziabad. |
| Salarwala ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| Samalkha ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | Via Ghaziabad. |
| Samasata ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Sambhu ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 9 | 9 12 | 9 12 | Via Saharanpur. |
| Sambrial ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 7 | " |
| Sanahwal ... | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Sanawan ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 7 | 12 9 | 12 9 | Via Ghaziabad. |
| Sangla Hill ... | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | Via Saharanpur. |
| Sangjani ... | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Sangrur ... | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 3 | Via Ghaziabad. |
| Sann ... | 14 0 | 14 0 | 14 0 | 14 0 | 13 13 | 14 0 | 14 0 | " |
| Sarai Alamgir ... | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 9 | 11 12 | Via Saharanpur. |
| Sarai Banjara ... | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Sargodha ... | 11 14 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Sarna ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Sawalwala ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Sayyadan Khedar ... | 10 3 | 10 3 | 10 2 | 10 0 | 10 0 | 10 0 | 10 3 | " |
| Sehwan ... | 14 4 | 14 4 | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | " |
| Sekha ... | 10 3 | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | Via Saharanpur. |
| Sewaha ... | 9 12 | 9 12 | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | Via Ghaziabad. |
| Shahabad-Markanda ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | Via Saharanpur |
| Shahbaz Khel§ ... | 13 9 | 13 9 | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | " |
| Shahdadpur ... | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| Shahdara ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | Via Saharanpur. |
| Shahgal ... | 13 9 | 13 9 | 13 9 | 13 7 | 13 7 | 13 7 | 13 9 | " |
| Shah Jewana ... | 12 0 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Shahpur Jahania ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Sham Chaurashi ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Shankar ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | " |
| Shikarpur ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | Via Ghaziabad. |
| Shakurbasti ... | 9 0 | 9 0 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Shorkot Road ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | Via Saharanpur. |
| Siakot Cant. ... | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Siakot ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Sillanwali ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Sindhar ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Sirhind ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Sobhaga ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | " |
| Sobhawalla ... | 10 14 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

§ A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition to these rates.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|-------------------|----------|------------|---------|--------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ruk ... | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | 13 4 | 13 4 | Via Ghaziabad. |
| Rupar ... | 10 5 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | Via Saharanpur. |
| Rurala Road | 11 9 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Sabu Rahu | 14 2 | 14 0 | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| Sadhoogarh | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | Via Saharanpur. |
| Safidon ... | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 7 | Via Ghaziabad. |
| Salla Khurd | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Sakrand ... | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | 13 13 | 13 13 | Via Ghaziabad. |
| Salarwala ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Samalkha ... | 9 5 | 9 3 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | Via Ghaziabad. |
| Samasata ... | 11 14 | 11 12 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Sambhu ... | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | Via Saharanpur. |
| Sambrial ... | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Sanahwal ... | 10 3 | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | " |
| Sanawan ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | Via Ghaziabad. |
| Sangla Hill | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Sanglani ... | 12 7 | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | 12 2 | " |
| Sangrur ... | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | Via Ghaziabad. |
| Sann ... | 14 0 | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | " |
| Saral Alamgir | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | Via Saharanpur. |
| Sarai Banjara | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | 9 9 | 9 9 | " |
| Sargodha ... | 12 0 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Sarna ... | 11 2 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Sawaiwala | 11 2 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Sayyadan Khedar | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Sehwan ... | 14 4 | 14 2 | 14 2 | 14 2 | 14 2 | 14 0 | 14 0 | " |
| Sekha ... | 10 5 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | Via Saharanpur. |
| Sewaha ... | 9 12 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | Via Ghaziabad. |
| Shahabad-Markanda | 9 12 | 9 9 | 9 12 | 9 9 | 9 9 | 9 9 | 9 9 | Via Saharanpur. |
| Shahbaz Khel§ | 13 9 | 13 7 | 13 7 | 13 7 | 13 4 | 13 4 | 13 4 | " |
| Shahdadpur | 13 13 | 13 11 | 13 13 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Shahdara ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Shahgai ... | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | 13 4 | 13 7 | " |
| Shah Jewana | 12 2 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Shahpur Jahania | 14 2 | 14 0 | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Sham Chaurashi | 10 9 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Shankar ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 3 | 10 3 | " |
| Shikarpur | 13 9 | 13 7 | 13 9 | 13 7 | 13 7 | 13 7 | 13 7 | Via Ghaziabad. |
| Shakurbasti | 9 3 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Shorkot Road | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | Via Saharanpur. |
| Siakot Cant. | 11 7 | 11 5 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | " |
| Siakot ... | 11 7 | 11 5 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Sillanwali ... | 11 14 | 11 12 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Sindhar ... | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Sirhind ... | 9 14 | 9 12 | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | " |
| Sobhaga ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Sobhawalla | 11 0 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton.

§ A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition to these rates.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

| Stations | Kalobathn | Dhanbad | Kusunda, Jher- raih, Pathardih & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-----------------------|-----------|---------|---------------------------------------------------|----------|-------------|-------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ruk ... | 13 4 | 13 2 | 13 2 | 13 9 | 13 9 | 13 9 | 13 9 | Via Ghaziabad. |
| Rupar ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Rurala Road ... | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | " |
| Sabu Rahu ... | 13 13 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Sadhoogarh ... | 9 9 | 9 7 | 9 9 | 10 0 | 10 0 | 10 0 | 9 14 | Via Saharanpur. |
| Safidon ... | 9 5 | 9 3 | 9 5 | 9 9 | 9 9 | 9 12 | 9 9 | Via Ghaziabad. |
| Salla Khurd ... | 10 5 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 9 | Via Saharanpur. |
| Sakrand ... | 13 13 | 13 11 | 13 13 | 14 2 | 14 2 | 14 4 | 14 2 | Via Ghaziabad. |
| Salarwala ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | Via Saharanpur. |
| Samalkha ... | 9 3 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | Via Ghaziabad. |
| Samasata ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Sambhu ... | 9 7 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 12 | Via Saharanpur. |
| Sambrial ... | 11 2 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 7 | " |
| Sanahwal ... | 9 14 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Sanawan ... | 12 5 | 12 5 | 12 5 | 12 11 | 12 11 | 12 11 | 12 9 | Via Ghaziabad. |
| Sangla Hill ... | 11 2 | 11 0 | 11 2 | 11 9 | 11 9 | 11 9 | 11 7 | Via Saharanpur. |
| Sangiani ... | 12 2 | 12 0 | 12 0 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Sangrur ... | 9 14 | 9 12 | 9 14 | 10 5 | 10 5 | 10 5 | 10 3 | Via Ghaziabad. |
| Sann ... | 13 11 | 13 11 | 13 11 | 14 2 | 14 2 | 14 2 | 14 0 | " |
| Saral Alamgir ... | 11 7 | 11 5 | 11 7 | 11 12 | 11 12 | 11 14 | 11 12 | Via Saharanpur. |
| Sarai Banjara ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Sargodha ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Sarna ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Sawalwala ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Sayyadan Khedar ... | 9 14 | 9 12 | 9 14 | 10 5 | 10 5 | 10 5 | 10 3 | " |
| Sehwan ... | 14 0 | 13 13 | 13 13 | 14 4 | 14 4 | 14 4 | 14 4 | " |
| Sekha ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | Via Saharanpur. |
| Sewaha ... | 9 7 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 12 | Via Ghaziabad. |
| Shahabad-Markanda ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 12 | Via Saharanpur. |
| Shahbaz Khelg ... | 13 4 | 13 2 | 13 2 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Shahdadpur ... | 13 11 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Shahdara ... | 10 12 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | Via Saharanpur. |
| Shahgai ... | 13 4 | 13 2 | 13 4 | 13 9 | 13 9 | 13 11 | 13 9 | " |
| Shah Jewana ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Shahpur Jahanla ... | 13 14 | 13 14 | 13 14 | 14 4 | 14 4 | 14 4 | 14 2 | Via Ghaziabad. |
| Sham Chaurashi ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Shankar ... | 10 3 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Shikarpur ... | 13 7 | 13 4 | 13 4 | 13 11 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Shakurbasti ... | 8 14 | 8 12 | 8 12 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Shorkot Road ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | Via Saharanpur. |
| Siakot Cant. ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Siakot ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Silanwali ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Sindhara ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 7 | " |
| Sirhind ... | 9 12 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 9 14 | " |
| Sobhaga ... | 11 12 | 11 9 | 11 12 | 12 2 | 12 2 | 12 2 | 12 0 | " |
| Sobhawalla ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

§ A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition to these rates.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 604.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulla | Gauraugdi | Route |
|-----------------------|--------|----------|--------|---------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Luk ... | 13 9 | 13 9 | 13 9 | 13 7 | 13 7 | 13 9 | 13 9 | Via Ghaziabad. |
| Rupar ... | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | Via Saharanpur. |
| Rurala Road ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | " |
| Sabu Rahu ... | 14 0 | 14 2 | 14 0 | 14 0 | 14 0 | 14 2 | 14 2 | Via Ghaziabad. |
| Sadhoogarh ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 12 | 9 14 | 10 0 | Via Saharanpur. |
| Safidon ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 9 | 9 9 | Via Ghaziabad. |
| Salla Khurd ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 12 | Via Saharanpur. |
| Sakrand ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 0 | 14 2 | 14 2 | Via Ghaziabad. |
| Salarwala ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | Via Saharanpur. |
| Samalkha ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | Via Ghaziabad. |
| Samasata ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | " |
| Sambhu ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | Via Saharanpur. |
| Sambrial ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 7 | 11 9 | " |
| Sanahwal ... | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | " |
| Sanawan ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | Via Ghaziabad. |
| Sangla Hill ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 7 | 11 9 | Via Saharanpur. |
| Sangjani ... | 12 7 | 12 7 | 12 5 | 12 5 | 12 5 | 12 7 | 12 7 | " |
| Sangrur ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 3 | 10 5 | Via Ghaziabad. |
| Sann ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | " |
| Sarai Ajamgir ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | 11 12 | Via Saharanpur. |
| Saral Banjara ... | 9 14 | 9 14 | 9 14 | 9 12 | 9 12 | 9 14 | 9 14 | " |
| Sargodha ... | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | " |
| Sarna ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | " |
| Sawaiwala ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Ghaziabad. |
| Sayyadan Khedar ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 0 | 10 3 | 10 5 | " |
| Sehwan ... | 14 4 | 14 4 | 14 4 | 14 2 | 14 2 | 14 4 | 14 4 | " |
| Sekha ... | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | Via Saharanpur. |
| Sewaha ... | 9 12 | 9 12 | 9 9 | 9 9 | 9 9 | 9 12 | 9 12 | Via Ghaziabad. |
| Shahabad-Markanda ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | Via Saharanpur. |
| Shahbaz Khel§ ... | 13 9 | 13 9 | 13 9 | 13 7 | 13 7 | 13 9 | 13 9 | " |
| Shahdarpur ... | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 14 0 | 14 0 | Via Ghaziabad. |
| Shahdara ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | Via Saharanpur. |
| Shahgai ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 7 | 13 9 | 13 9 | " |
| Shah Jewana ... | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | " |
| Shahpur Jahania ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | Via Ghaziabad. |
| Sham Chaurashi ... | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Shankar ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Shikarpur ... | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 9 | 13 11 | Via Ghaziabad. |
| Shakurbasti ... | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 3 | 9 3 | " |
| Shorkot Road ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 2 | 12 2 | Via Saharanpur. |
| Sialkot Cant. ... | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | " |
| Sialkot ... | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | " |
| Sillanwali ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | " |
| Sindhar ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | " |
| Sirhind ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | " |
| Sobhaga ... | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 2 | " |
| Sobhawalla ... | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

§ A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition to these rates.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka Kana | Bhurkunda Siding | Ray | Route |
|-------------------|---------|----------------|-------------|--------|-------------|------------|------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ruk ... | 12 7 | 12 7 | 13 2 | 13 2 | 13 7 | 13 4 | 13 4 | 13 2 | Via Ghaziabad. |
| Rupar ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 9 14 | Via Saharanpur. |
| Rurala Road | 10 7 | 10 9 | 11 2 | 11 5 | 11 7 | 11 7 | 11 7 | 11 2 | " |
| Sabu Rahu | 13 0 | 13 0 | 13 11 | 13 11 | 13 13 | 13 13 | 13 13 | 13 9 | Via Ghaziabad. |
| Sadhoogarh | 8 12 | 8 12 | 9 7 | 9 9 | 9 12 | 9 9 | 9 9 | 9 7 | Via Saharanpur. |
| Safidon ... | 8 7 | 8 7 | 9 3 | 9 5 | 9 7 | 9 5 | 9 5 | 9 3 | Via Ghaziabad. |
| Salla Khurd | 9 7 | 9 7 | 10 3 | 10 5 | 10 7 | 10 7 | 10 5 | 10 3 | Via Saharanpur. |
| Sakrand ... | 13 0 | 13 0 | 13 11 | 13 11 | 14 0 | 13 13 | 13 13 | 13 11 | Via Ghaziabad. |
| Salarwala ... | 10 7 | 10 7 | 11 0 | 11 2 | 11 2 | 11 5 | 11 5 | 11 0 | Via Saharanpur. |
| Samalkha ... | 8 5 | 8 5 | 9 0 | 9 0 | 9 3 | 9 3 | 9 3 | 8 14 | Via Ghaziabad. |
| Samasata ... | 10 14 | 10 14 | 11 7 | 11 9 | 11 12 | 11 12 | 11 12 | 11 7 | " |
| Sambhu ... | 8 10 | 8 10 | 9 5 | 9 7 | 9 9 | 9 9 | 9 7 | 9 5 | Via Saharanpur. |
| Sambrial ... | 10 5 | 10 5 | 11 0 | 11 2 | 11 5 | 11 5 | 11 2 | 11 0 | " |
| Sanahwal ... | 9 0 | 9 0 | 9 12 | 9 12 | 9 14 | 9 14 | 9 14 | 9 12 | " |
| Sanawan ... | 11 7 | 11 7 | 12 2 | 12 5 | 12 7 | 12 7 | 12 5 | 12 2 | Via Ghaziabad. |
| Sangla Hill | 10 5 | 10 5 | 11 0 | 11 2 | 11 5 | 11 2 | 11 2 | 11 0 | Via Saharanpur. |
| Sangjani ... | 11 5 | 11 5 | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 0 | " |
| Sangrur ... | 9 0 | 9 0 | 9 12 | 9 14 | 10 0 | 9 14 | 9 14 | 9 12 | Via Ghaziabad. |
| Sann ... | 12 14 | 12 14 | 13 9 | 13 11 | 13 13 | 13 13 | 13 11 | 13 11 | " |
| Sarai Alamgir | 10 9 | 10 9 | 11 5 | 11 7 | 11 9 | 11 7 | 11 7 | 11 5 | Via Saharanpur. |
| Sarai Banjara | 8 12 | 8 12 | 9 7 | 9 7 | 9 12 | 9 9 | 9 9 | 9 7 | " |
| Sargodha ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 12 | 11 12 | 11 12 | 11 9 | " |
| Sarna ... | 10 3 | 10 3 | 10 12 | 10 14 | 11 0 | 11 0 | 11 0 | 10 12 | " |
| Sawaiwala | 10 3 | 10 3 | 10 12 | 10 14 | 11 0 | 11 0 | 11 0 | 10 12 | Via Ghaziabad. |
| Sayyadan Khedar | 9 0 | 9 0 | 9 12 | 9 14 | 10 0 | 9 14 | 9 14 | 9 12 | " |
| Sehwan ... | 13 2 | 13 2 | 13 13 | 13 13 | 14 2 | 14 0 | 14 0 | 13 13 | " |
| Sekha ... | 9 3 | 9 3 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 9 14 | Via Saharanpur. |
| Sewaha ... | 8 10 | 8 10 | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 5 | Via Ghaziabad. |
| Shahabad-Markanda | 8 10 | 8 12 | 9 5 | 9 7 | 9 9 | 9 9 | 9 7 | 9 5 | Via Saharanpur. |
| Shahbaz Khel § | 12 7 | 12 7 | 13 2 | 13 2 | 13 4 | 13 4 | 13 4 | 13 2 | " |
| Shahdadpur | 12 14 | 12 14 | 13 7 | 13 9 | 13 11 | 13 11 | 13 11 | 13 7 | Via Ghaziabad. |
| Shahdara ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 14 | 10 12 | 10 9 | Via Saharanpur. |
| Shahgai ... | 12 7 | 12 7 | 13 2 | 13 4 | 13 7 | 13 4 | 13 4 | 13 2 | " |
| Shah Jewana | 11 0 | 11 0 | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 11 12 | " |
| Shahpur Jahanla | 13 0 | 13 2 | 13 11 | 13 14 | 14 0 | 14 0 | 13 14 | 13 11 | Via Ghaziabad. |
| Sham Chaurashi | 9 7 | 9 7 | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | 10 0 | Via Saharanpur. |
| Shankar ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 5 | 10 8 | 10 3 | 10 0 | " |
| Shikarpur | 12 9 | 12 9 | 13 2 | 13 4 | 13 7 | 13 7 | 13 7 | 13 2 | Via Ghaziabad. |
| Shakurbasti | 8 1 | 8 1 | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 12 | " |
| Shorkot Road | 11 0 | 11 0 | 11 12 | 11 12 | 12 0 | 11 14 | 11 14 | 11 12 | Via Saharanpur. |
| Sialkot Cant. | 10 5 | 10 7 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 0 | " |
| Sialkot ... | 10 5 | 10 5 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 10 14 | " |
| Sillanwali ... | 10 14 | 10 14 | 11 7 | 11 9 | 11 12 | 11 12 | 11 12 | 11 7 | " |
| Sindhar ... | 9 5 | 9 7 | 10 0 | 10 3 | 10 5 | 10 5 | 10 3 | 10 0 | " |
| Sirhind ... | 8 12 | 8 14 | 9 7 | 9 9 | 9 12 | 9 12 | 9 9 | 9 7 | " |
| Sobhaga ... | 10 14 | 10 14 | 11 9 | 11 12 | 11 14 | 11 12 | 11 12 | 11 9 | " |
| Sobhawalla | 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 9 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

§ A transhipment charge of Re. 0-4-6 per ton at Marri Indus must be levied in addition to these rates.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

N. W. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|--------------------|---------|---------|-------------|-------------|----------------|------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sodhra Kopra ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Saharanpur. |
| Sohal ... | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Sonepat ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | Via Ghaziabad. |
| Srirampura ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Sukheke ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 12 | 11 12 | " |
| Sukho Manahijo ... | 14 2 | 14 4 | 14 4 | 14 4 | 14 4 | 14 7 | 14 4 | Via Ghaziabad. |
| Sukho ... | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | Via Saharanpur. |
| Sukhpur ... | 14 2 | 14 4 | 14 4 | 14 4 | 14 4 | 14 7 | 14 4 | Via Ghaziabad. |
| Sukkur Bandar ... | 13 7 | 13 9 | 13 9 | 13 9 | 13 9 | 13 11 | 13 9 | " |
| Sukkur Jn. ... | 13 7 | 13 7 | 13 9 | 13 9 | 13 9 | 13 11 | 13 9 | " |
| Sultanpur Lodi ... | 10 9 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Sunam ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | 10 5 | Via Ghaziabad. |
| Takht-i-Bhai ... | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | Via Saharanpur. |
| Takht Mahal ... | 11 2 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Ghaziabad. |
| Talheri Buzurg ... | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 12 | 9 9 | Via Saharanpur. |
| Talwandi ... | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | " |
| Tanda Urmur ... | 10 9 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | " |
| Tandlianwala ... | 11 12 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " |
| Tando Adam ... | 13 13 | 13 13 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Tank ... | 13 14 | 13 14 | 14 0 | 14 0 | 14 0 | 14 2 | 14 0 | Via Saharanpur. |
| Tapa ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Tapri ... | 9 5 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | " |
| Taraori ... | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 14 | 9 12 | Via Ghaziabad. |
| Tarki ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | Via Saharanpur. |
| Tarn-Taran ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Tatipur ... | 12 2 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | Via Ghaziabad. |
| Taxila Jn. ... | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | Via Saharanpur. |
| Thabalke ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 12 | 10 9 | " |
| Thal ... | 13 13 6 | 13 13 6 | 13 13 6 | 13 13 6 | 13 13 6 | 13 15 6 | 13 15 6 | " |
| Tharu Shah ... | 14 0 | 14 0 | 14 0 | 14 0 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Thatta Mahala ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | Via Saharanpur. |
| Toba Tek Singh ... | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Tohana ... | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 3 | 10 0 | Via Ghaziabad. |
| Uklana ... | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | 10 5 | 10 5 | " |
| Unarpur ... | 13 13 | 13 13 | 13 13 | 13 13 | 13 13 | 14 0 | 13 13 | " |
| Usmanwala ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 5 | 11 2 | " |
| Valtoha ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Verka ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | Via Saharanpur. |
| Wah ... | 12 7 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | " |
| Wanbhachran ... | 12 7 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | " |
| Wan Radharam ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | Via Ghaziabad. |
| Warburton ... | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | Via Saharanpur. |
| Warcha Siding ... | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | " |
| Wasawewala ... | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | Via Ghaziabad. |
| Wazirabad ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Saharanpur. |
| Wilsonpur ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | " |
| Yusufwala ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 12 | 11 9 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

‡ These rates include a transhipment charge of Re. 0-4-6 per ton at Kohat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route |
|--------------------|----------|--------------------------------------------|---------------|------------|---------|--------|---------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sodhra Kopra ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | Via Saharanpur. |
| Sohal ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Sonepat ... | 9 3 | 9 3 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | Via Ghaziabad. |
| Srirampura ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Saharanpur. |
| Sukheke ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Sukho Manahijo ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | Via Ghaziabad. |
| Sukho ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 2 | Via Saharanpur. |
| Sukhpur ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 0 | 14 2 | 14 2 | Via Ghaziabad. |
| Sukkur Bandar ... | 13 7 | 13 7 | 13 7 | 13 7 | 13 4 | 13 4 | 13 7 | " |
| Sukkur Jn. ... | 13 7 | 13 7 | 13 7 | 13 4 | 13 4 | 13 4 | 13 7 | " |
| Sultanpur Lodi ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | Via Saharanpur. |
| Sunam ... | 10 3 | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | Via Ghaziabad. |
| Takht-i-Bhai ... | 13 0 | 13 0 | 13 0 | 13 0 | 12 14 | 13 0 | 13 0 | Via Saharanpur. |
| Takht Mahal ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Talheri Buzurg ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | Via Saharanpur. |
| Talwandi ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | " |
| Tanda Umar ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Tandlianwala ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 9 | 11 12 | " |
| Tando Adam ... | 13 13 | 13 13 | 13 13 | 13 11 | 13 11 | 13 11 | 13 13 | Via Ghaziabad. |
| Tank† ... | 13 14 | 13 14 | 13 14 | 13 11 | 13 11 | 13 11 | 13 14 | Via Saharanpur. |
| Tapa ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Tapri ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Taraori ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | Via Ghaziabad. |
| Tarki ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | Via Saharanpur. |
| Tarn-Taran ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | 10 14 | " |
| Tatipur ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | Via Ghaziabad. |
| Taxila Jn. ... | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 5 | 12 7 | Via Saharanpur. |
| Thabalke ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | " |
| Thal† ... | 13 16 | 13 16 | 13 16 | 13 16 | 13 16 | 13 16 | 13 16 | " |
| Tharu Shah ... | 14 0 | 14 0 | 14 0 | 13 14 | 13 14 | 13 14 | 13 14 | Via Ghaziabad. |
| Thatta Mahala ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | Via Saharanpur. |
| Toba Tek Singh ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | " |
| Tohana ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 12 | 9 14 | 9 14 | Via Ghaziabad. |
| Uklana ... | 10 0 | 10 0 | 10 3 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Unarpur ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | " |
| Usmanwala ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | " |
| Valtoha ... | 10 14 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Verka ... | 10 12 | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | Via Saharanpur. |
| Wah ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 7 | " |
| Wanbhachran ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 7 | " |
| Wan Radharam ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Warburton ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Warcha Siding ... | 12 7 | 12 7 | 12 7 | 12 5 | 12 5 | 12 5 | 12 7 | " |
| Wasawewala ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Wazirabad ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 7 | Via Saharanpur. |
| Willsonpur ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Yusufwala ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

‡ These rates include a transhipment charge of Re. 0-4-6 per ton at Kohat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

| Stations | Karmatar | Sitarampur | Shamdh | Kulti | Barakar | Mugma | Mugma West | Route |
|---------------------|----------|------------|---------|--------|---------|--------|------------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sodhra Kopra ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Sohal ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Sonepat ... | 9 5 | 9 3 | 9 3 | 9 0 | 9 0 | 9 0 | 9 0 | Via Ghaziabad. |
| Srirampur ... | 11 2 | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Sukheke ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | " |
| Sukho Manahijo ... | 14 2 | 14 0 | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Sukho ... | 12 2 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | Via Saharanpur. |
| Sukhpur ... | 14 2 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Sukkur Bandar ... | 13 7 | 13 4 | 13 4 | 13 4 | 13 4 | 13 4 | 13 4 | " |
| Sukkur Jn. ... | 13 7 | 13 4 | 13 4 | 13 4 | 13 4 | 13 4 | 13 4 | " |
| Sultanpur Lodi ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | Via Saharanpur. |
| Sunam ... | 10 3 | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | Via Ghaziabad. |
| Takht-i-Bhai ... | 13 0 | 12 14 | 13 0 | 12 14 | 12 14 | 12 14 | 12 14 | Via Saharanpur. |
| Takht Mahal ... | 11 2 | 11 0 | 11 12 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Talheri Buzurg ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 3 | 9 3 | Via Saharanpur. |
| Talwandi ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Tanda Urmur ... | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Tandlianwala ... | 11 12 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Tando Adam ... | 13 13 | 13 11 | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | Via Ghaziabad. |
| Tank† ... | 13 14 | 13 11 | 13 11 | 13 11 | 13 11 | 13 9 | 13 9 | Via Saharanpur. |
| Tapa ... | 10 5 | 10 3 | 10 5 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Tapri ... | 9 5 | 9 3 | 9 5 | 9 3 | 9 3 | 9 3 | 9 3 | " |
| Taraori ... | 9 9 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | Via Ghaziabad. |
| Tarki ... | 11 14 | 11 12 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | Via Saharanpur. |
| Tarn-Taran ... | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Tatipur ... | 12 2 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | Via Ghaziabad. |
| Taxila Jn. ... | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | Via Saharanpur. |
| Thabalke ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Thal† ... | 13 11 6 | 13 11 6 | 13 11 6 | 13 8 6 | 13 8 6 | 13 8 6 | 13 8 6 | " |
| Tharu Shah ... | 14 0 | 13 14 | 13 14 | 13 14 | 13 11 | 13 11 | 13 11 | Via Ghaziabad. |
| Thatta Mahala ... | 12 2 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | Via Saharanpur. |
| Toba Tek Singh ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | " |
| Tohana ... | 9 14 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | 9 12 | Via Ghaziabad. |
| Tokana ... | 10 3 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Tonarpur ... | 13 11 | 13 9 | 13 11 | 13 9 | 13 9 | 13 9 | 13 9 | " |
| Tosmanwala ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 12 | " |
| Totaha ... | 11 0 | 10 14 | 10 14 | 10 12 | 10 12 | 10 12 | 10 12 | " |
| Turka ... | 10 14 | 10 12 | 10 12 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Turah ... | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Turbanhachran ... | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | " |
| Turban Radharam ... | 11 2 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad. |
| Turban ... | 11 5 | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Turba Siding ... | 12 7 | 12 5 | 12 5 | 12 5 | 12 5 | 12 2 | 12 2 | " |
| Turawewala ... | 11 5 | 11 2 | 11 5 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad. |
| Turabad ... | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | Via Saharanpur. |
| Tursonpur ... | 12 2 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " |
| Turufwala ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transshipment charge of Re. 0-4-6 per ton at Marli Indus must be levied in addition.

‡ These rates include a transshipment charge of Re. 0-4-6 per ton at Kohat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "Rates."

| Stations | Kalobathane | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|---------------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|---------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sodhra Kopra ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | Via Saharanpur. |
| Sohal ... | 10 12 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 0 | " |
| Sonepat ... | 9 0 | 8 14 | 8 14 | 9 5 | 9 5 | 9 5 | 9 5 | Via Ghaziabad. |
| Srirampura ... | 10 14 | 10 12 | 10 12 | 11 2 | 11 2 | 11 2 | 11 2 | Via Saharanpur. |
| Sukheke ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Sukhlo Manahijo ... | 14 0 | 13 13 | 13 13 | 14 4 | 14 4 | 14 4 | 14 4 | Via Ghaziabad. |
| Sukho ... | 11 14 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 2 | Via Saharanpur. |
| Sukhpur ... | 13 13 | 13 13 | 13 13 | 14 4 | 14 4 | 14 4 | 14 2 | Via Ghaziabad. |
| Sukkur Bandar ... | 13 2 | 13 2 | 13 2 | 13 9 | 13 9 | 13 9 | 13 7 | " |
| Sukkur Jn. ... | 13 2 | 13 0 | 13 2 | 13 9 | 13 9 | 13 9 | 13 7 | " |
| Sultanpur Lodi ... | 10 5 | 10 3 | 10 3 | 10 9 | 10 9 | 10 9 | 10 9 | Via Saharanpur. |
| Sunam ... | 9 14 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 3 | Via Ghaziabad. |
| Takht-i-Bhai ... | 12 11 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 0 | Via Saharanpur. |
| Takht Mahal ... | 10 14 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 2 | Via Ghaziabad. |
| Talheri Buzurg ... | 9 3 | 9 0 | 9 3 | 9 7 | 9 7 | 9 9 | 9 7 | Via Saharanpur. |
| Talwandi ... | 10 5 | 10 3 | 10 5 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Tanda Urmur ... | 10 5 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Tandlianwala ... | 11 7 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 12 | " |
| Tando Adam ... | 13 9 | 13 7 | 13 7 | 13 13 | 13 13 | 13 13 | 13 13 | Via Ghaziabad. |
| Tankt ... | 13 9 | 13 7 | 13 9 | 13 14 | 13 14 | 14 0 | 13 14 | Via Saharanpur. |
| Tapa ... | 10 3 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Tapri ... | 9 3 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Taraori ... | 9 7 | 9 5 | 9 5 | 9 12 | 9 12 | 9 12 | 9 12 | Via Ghaziabad. |
| Tarki ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | Via Saharanpur. |
| Tarn-Taran ... | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | " |
| Tatipur ... | 11 14 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 2 | Via Ghaziabad. |
| Taxila Jn. ... | 12 2 | 12 0 | 12 2 | 12 7 | 12 7 | 12 9 | 12 7 | Via Saharanpur. |
| Thabalke ... | 10 3 | 10 0 | 10 3 | 10 9 | 10 9 | 10 9 | 10 7 | " |
| Thalt ... | 13 8 6 | 13 6 6 | 13 6 6 | 13 13 6 | 13 13 6 | 13 13 6 | 13 13 6 | " |
| Tharu Shah ... | 13 11 | 13 9 | 13 9 | 14 0 | 14 0 | 14 0 | 14 0 | Via Ghaziabad. |
| Thatta Mahala ... | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | Via Saharanpur. |
| Toba Tek Singh ... | 11 12 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | " |
| Tohana ... | 9 9 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 9 14 | Via Ghaziabad. |
| Uklana ... | 9 14 | 9 12 | 9 12 | 10 3 | 10 3 | 10 3 | 10 3 | " |
| Unarpur ... | 13 9 | 13 7 | 13 7 | 13 13 | 13 13 | 13 13 | 13 13 | " |
| Usmanwala ... | 10 12 | 10 9 | 10 12 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Valtoha ... | 10 12 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Verka ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | Via Saharanpur. |
| Wah ... | 12 5 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 7 | " |
| Wanbhachran ... | 12 2 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 7 | " |
| Wan Radharam ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | Via Ghaziabad. |
| Warburton ... | 11 0 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 5 | Via Saharanpur. |
| Warcha Siding ... | 12 2 | 12 0 | 12 2 | 12 7 | 12 7 | 12 9 | 12 7 | " |
| Wasawewala ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 5 | Via Ghaziabad. |
| Wazirabad ... | 11 2 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 7 | Via Saharanpur. |
| Wilsonpur ... | 11 14 | 11 12 | 11 12 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Yusufwala ... | 11 5 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Mari Indus must be levied in addition.

‡ These rates include a transhipment charge of Re. 0-4-6 per ton at Kohat.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 604.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|---------------------|---------|----------|---------|---------|----------|----------|-----------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sodhra Kopra ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | Via Saharanpur. |
| Sohal ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Sonepat ... | 9 5 | 9 5 | 9 3 | 9 3 | 9 3 | 9 5 | 9 5 | Via Ghaziabad. |
| Srirampura ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 2 | 11 2 | Via Saharanpur. |
| Sukheke ... | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Sukhlo Manahijo ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | Via Ghaziabad. |
| Sukho ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | Via Saharanpur. |
| Sukhpur ... | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 2 | 14 4 | Via Ghaziabad. |
| Sukkur Bandar ... | 13 7 | 13 7 | 13 7 | 13 7 | 13 4 | 13 7 | 13 9 | " |
| Sukkur Jn. ... | 13 7 | 13 7 | 13 7 | 13 7 | 13 4 | 13 7 | 13 9 | " |
| Sultanpur Lodi ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 9 | 10 9 | Via Saharanpur. |
| Sunam ... | 10 3 | 10 3 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | Via Ghaziabad. |
| Takht-i-Bhai ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | Via Saharanpur. |
| Takht Mahal ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | Via Ghaziabad. |
| Talheri Buzurg ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 7 | 9 7 | Via Saharanpur. |
| Talwandi ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 12 | " |
| Tanda Urmar ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 12 | " |
| Tandilnawala ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 9 | 11 12 | 11 14 | " |
| Tando Adam ... | 13 13 | 13 13 | 13 13 | 13 11 | 13 11 | 13 13 | 13 13 | Via Ghaziabad. |
| Tank† ... | 13 14 | 13 14 | 13 14 | 13 14 | 13 11 | 13 14 | 13 14 | Via Saharanpur |
| Tapa ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Tapri ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | " |
| Taraori ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 12 | 9 12 | Via Ghaziabad. |
| Tarki ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | Via Saharanpur. |
| Tarn-Taran ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 12 | 10 14 | 11 0 | " |
| Tatipur ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | Via Ghaziabad. |
| Taxila Jn. ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 5 | 12 7 | 12 7 | Via Saharanpur. |
| Thabalke ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 9 | " |
| Thal† ... | 13 11 6 | 13 13 6 | 13 11 6 | 13 11 6 | 13 11 6 | 13 13 6 | 13 13 6 | " |
| Tharu Shah ... | 14 0 | 14 0 | 14 0 | 13 14 | 13 14 | 14 0 | 14 0 | Via Ghaziabad. |
| Thatta Mahala ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 5 | 12 5 | Via Saharanpur. |
| Toba Tek Singh ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 12 0 | 12 0 | " |
| Tohana ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | Via Ghaziabad. |
| Uklana ... | 10 0 | 10 3 | 10 0 | 10 0 | 10 0 | 10 3 | 10 3 | " |
| Unarpur ... | 13 11 | 13 11 | 13 11 | 13 11 | 13 11 | 13 13 | 13 13 | " |
| Usmanwala ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | " |
| Valtoha ... | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Verka ... | 10 12 | 10 14 | 10 12 | 10 12 | 10 12 | 10 14 | 10 14 | Via Saharanpur. |
| Wah ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | " |
| Wanbhachran ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 5 | 12 7 | 12 9 | " |
| Wan Radharam ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 5 | 11 5 | Via Ghaziabad. |
| Warburton ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 2 | 11 5 | 11 7 | Via Saharanpur. |
| Warcha Siding ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 5 | 12 7 | 12 7 | " |
| Wasawewala ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | Via Ghaziabad. |
| Wazirabad ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 7 | 11 9 | Via Saharanpur. |
| Wilsonpur ... | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | " |
| Yusufwala ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry terminal charge of Re. 0-2-0 per ton.

† A transhipment charge of Re. 0-4-6 per ton at Marī Indus must be levied in addition.

‡ These rates include a transhipment charge of Re. 0-4-6 per ton at Kohat.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 604.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Berno | Ranchi Road | Barka Kana | Bhurkunda Siding | Ray | Route |
|---------------------|---------|----------------|-------------|--------|-------------|------------|------------------|--------|-----------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sodhra Kopra ... | 10 7 | 10 7 | 11 0 | 11 2 | 11 5 | 11 5 | 11 5 | 11 0 | Via Saharanpur. |
| Sohal ... | 9 14 | 10 0 | 10 9 | 10 12 | 10 14 | 10 14 | 10 12 | 10 9 | " |
| Sonepat ... | 8 3 | 8 3 | 8 14 | 8 14 | 9 0 | 9 0 | 9 0 | 8 14 | Via Ghaziabad. |
| Srirampura ... | 10 0 | 10 0 | 10 12 | 10 12 | 10 14 | 10 14 | 10 14 | 10 12 | Via Saharanpur. |
| Sukheke ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 5 | 11 5 | 11 5 | 11 2 | " |
| Sukhio Manahijo ... | 13 2 | 13 2 | 13 11 | 13 13 | 14 0 | 14 0 | 14 0 | 13 11 | Via Ghaziabad. |
| Sukho ... | 11 0 | 11 0 | 11 12 | 11 14 | 12 0 | 12 0 | 11 14 | 11 12 | Via Saharanpur. |
| Sukhpur ... | 13 0 | 13 0 | 13 11 | 13 13 | 14 0 | 14 0 | 13 13 | 13 11 | Via Ghaziabad. |
| Sukkur Bandar ... | 12 5 | 12 5 | 13 0 | 13 2 | 13 4 | 13 4 | 13 2 | 13 0 | " |
| Sukkur Jn. ... | 12 5 | 12 5 | 13 0 | 13 2 | 13 4 | 13 2 | 13 2 | 13 0 | " |
| Sultanpur Lodi ... | 9 7 | 9 7 | 10 3 | 10 3 | 10 7 | 10 5 | 10 5 | 10 3 | Via Saharanpur. |
| Sunam ... | 9 0 | 9 0 | 9 12 | 9 12 | 9 14 | 9 14 | 9 14 | 9 12 | Via Ghaziabad. |
| Takht-i-Bhai ... | 11 14 | 11 14 | 12 9 | 12 11 | 12 14 | 12 14 | 12 11 | 12 9 | Via Saharanpur. |
| Takht Mahal ... | 10 0 | 10 3 | 10 12 | 10 14 | 11 0 | 11 0 | 10 14 | 10 12 | Via Ghaziabad. |
| Talheri Buzurg ... | 8 5 | 8 5 | 9 0 | 9 0 | 9 5 | 9 3 | 9 3 | 9 0 | Via Saharanpur. |
| Talwandi ... | 9 7 | 9 7 | 10 3 | 10 5 | 10 7 | 10 5 | 10 5 | 10 3 | " |
| Tanda Umar ... | 9 7 | 9 9 | 10 3 | 10 5 | 10 7 | 10 7 | 10 7 | 10 3 | " |
| Tandlianwala ... | 10 9 | 10 9 | 11 5 | 11 7 | 11 9 | 11 9 | 11 7 | 11 5 | " |
| Tando Adam ... | 12 11 | 12 11 | 13 7 | 13 7 | 13 11 | 13 9 | 13 9 | 13 7 | Via Ghaziabad. |
| Tank† ... | 12 11 | 12 11 | 13 7 | 13 9 | 13 11 | 13 9 | 13 9 | 13 7 | Via Saharanpur. |
| Tapa ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 3 | 10 3 | 10 3 | 9 14 | " |
| Tapri ... | 8 5 | 8 5 | 8 14 | 9 0 | 9 3 | 9 3 | 9 3 | 8 14 | " |
| Taraori ... | 8 10 | 8 10 | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 3 | Via Ghaziabad. |
| Tarki ... | 10 14 | 10 14 | 11 7 | 11 9 | 11 12 | 11 12 | 11 12 | 11 7 | Via Saharanpur. |
| Tarn-Taran ... | 9 12 | 9 12 | 10 7 | 10 9 | 10 12 | 10 12 | 10 9 | 10 7 | " |
| Tatipur ... | 11 0 | 11 2 | 11 12 | 11 14 | 12 0 | 12 0 | 11 14 | 11 12 | Via Ghaziabad. |
| Taxila Jn. ... | 11 5 | 11 5 | 12 0 | 12 2 | 12 5 | 12 2 | 12 2 | 12 0 | Via Saharanpur. |
| Thabalke ... | 9 5 | 9 5 | 10 0 | 10 3 | 10 5 | 10 3 | 10 3 | 10 0 | " |
| Thal† ... | 12 11 6 | 12 11 6 | 13 6 6 | 13 6 6 | 13 8 6 | 13 8 6 | 13 8 6 | 13 4 6 | " |
| Tharu Shah ... | 12 14 | 12 14 | 13 9 | 13 9 | 13 11 | 13 11 | 13 11 | 13 9 | Via Ghaziabad. |
| Thatta Mahala ... | 11 2 | 11 2 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 11 12 | Via Saharanpur. |
| Toba Tek Singh ... | 10 14 | 10 14 | 11 8 | 11 9 | 11 14 | 11 12 | 11 12 | 11 9 | " |
| Tohana ... | 8 12 | 8 12 | 9 7 | 9 9 | 9 12 | 9 12 | 9 9 | 9 7 | Via Ghaziabad. |
| Uklana ... | 9 0 | 9 0 | 9 12 | 9 12 | 9 14 | 9 14 | 9 14 | 9 12 | " |
| Unarpur ... | 12 11 | 12 11 | 13 4 | 13 7 | 13 9 | 13 9 | 13 9 | 13 4 | " |
| Usmanwala ... | 9 14 | 9 14 | 10 9 | 10 12 | 10 14 | 10 12 | 10 12 | 10 9 | " |
| Valtoha ... | 9 14 | 9 14 | 10 9 | 10 9 | 10 12 | 10 12 | 10 12 | 10 9 | " |
| Verka ... | 9 12 | 9 12 | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 7 | Via Saharanpur. |
| Wah ... | 11 5 | 11 7 | 12 0 | 12 2 | 12 5 | 12 5 | 12 2 | 12 0 | " |
| Wanbhachran ... | 11 5 | 11 5 | 12 0 | 12 2 | 12 5 | 12 5 | 12 2 | 12 0 | " |
| Wan Radharam ... | 10 3 | 10 3 | 10 12 | 10 14 | 11 0 | 11 0 | 11 0 | 10 12 | Via Ghaziabad. |
| Warburton ... | 10 3 | 10 5 | 10 14 | 11 0 | 11 2 | 11 0 | 11 2 | 10 14 | Via Saharanpur. |
| Warcha Siding ... | 11 5 | 11 5 | 12 0 | 12 0 | 12 5 | 12 2 | 12 2 | 12 0 | " |
| Wasawewala ... | 10 3 | 10 5 | 10 14 | 11 0 | 11 2 | 11 2 | 11 2 | 10 14 | Via Ghaziabad. |
| Wazirabad ... | 10 5 | 10 5 | 11 0 | 11 2 | 11 5 | 11 5 | 11 2 | 11 0 | Via Saharanpur. |
| Wilsonpur ... | 11 0 | 11 0 | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 11 9 | " |
| Yusufwala ... | 10 7 | 10 7 | 11 0 | 11 2 | 11 5 | 11 5 | 11 5 | 11 0 | Via Ghaziabad. |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

† A transshipment charge of Re. 0-4-6 per ton at Marli Indus must be levied in addition.

‡ These rates include a transshipment charge of Re. 0-4-6 per ton at Kohat.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 604.

N. W. Ry.

Table of through rates per ton for Coal, Coke and Patent Fuel for the use of N.W. and other Foreign Rys. in full wagon loads, at owner's risk from the under-mentioned E. I. Railway colliery stations to the following stations to the N. W. Ry:—

| Stations | Ahmedwal (via Ghaziabad) | Akbarwala (via Ghaziabad) | Ambala Cant. (via Saharanpur) | Amritsar (via Saharanpur) | Bahawalnagar (via Ghaziabad) | Bhakkar (via Saharanpur) | Bhatinda (via Ghaziabad) | Campbellpur (via Saharanpur) | Chaman (via Ghaziabad) | Dadu (via Ghaziabad) | Dalbandin (via Ghaziabad) |
|------------------|-----------------------------|------------------------------|----------------------------------|------------------------------|---------------------------------|-----------------------------|-----------------------------|---------------------------------|---------------------------|-------------------------|------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. p. | Rs. a. |
| Ondal | 15 13 | 12 5 | 9 12 | 10 12 | 11 2 | 13 0 | 10 7 | 12 11 | 15 11 | 14 2 6 | 17 4 |
| Ukhra | 15 13 | 12 7 | 9 12 | 10 14 | 11 2 | 13 0 | 10 7 | 12 11 | 15 13 | 14 4 0 | 17 4 |
| Pandaveswar | 15 13 | 12 7 | 9 12 | 10 14 | 11 2 | 13 2 | 10 7 | 12 11 | 15 13 | 14 4 0 | 17 4 |
| Samla No. 4 | 15 13 | 12 7 | 9 12 | 10 14 | 11 5 | 13 2 | 10 7 | 12 11 | 15 13 | 14 4 0 | 17 4 |
| Darulah Siding | 15 13 | 12 7 | 9 12 | 10 14 | 11 5 | 13 2 | 10 7 | 12 11 | 15 13 | 14 4 6 | 17 6 |
| Palasthali | 16 0 | 12 7 | 9 14 | 11 0 | 11 5 | 13 4 | 10 9 | 12 14 | 16 0 | 14 6 6 | 17 6 |
| Panchra | 16 0 | 12 7 | 9 14 | 10 14 | 11 5 | 13 2 | 10 9 | 12 11 | 15 13 | 14 4 6 | 17 6 |
| Raniganj | 15 11 | 12 5 | 9 9 | 10 12 | 11 2 | 13 0 | 10 5 | 12 9 | 15 11 | 14 2 6 | 17 4 |
| Raniganj Siding | 15 11 | 12 5 | 9 9 | 10 12 | 11 2 | 13 0 | 10 5 | 12 9 | 15 11 | 14 2 6 | 17 4 |
| Raniganj Ghat | 15 11 | 12 5 | 9 12 | 10 12 | 11 2 | 13 0 | 10 5 | 12 9 | 15 11 | 14 2 6 | 17 4 |
| Kalipahari | 15 11 | 12 5 | 9 9 | 10 12 | 11 0 | 12 14 | 10 5 | 12 9 | 15 11 | 14 2 0 | 17 2 |
| Asansol | 15 11 | 12 5 | 9 9 | 10 12 | 11 0 | 12 14 | 10 5 | 12 9 | 15 11 | 13 15 6 | 17 2 |
| Dhadka | 15 11 | 12 5 | 9 9 | 10 12 | 11 0 | 12 14 | 10 5 | 12 9 | 15 11 | 13 15 6 | 17 2 |
| Jainti Siding | 15 11 | 12 5 | 9 9 | 10 12 | 11 0 | 13 0 | 10 5 | 12 9 | 15 11 | 14 2 0 | 17 2 |
| Karmatar | 15 13 | 12 5 | 9 12 | 10 12 | 11 2 | 13 0 | 10 7 | 12 9 | 15 11 | 14 2 6 | 17 4 |
| Sitarampur | 15 11 | 12 2 | 9 9 | 10 9 | 11 0 | 12 14 | 10 5 | 12 7 | 15 9 | 13 15 6 | 17 2 |
| Shamdi | 15 11 | 12 5 | 9 9 | 10 12 | 11 0 | 12 14 | 10 5 | 12 9 | 15 11 | 13 15 6 | 17 2 |
| Kulti | 15 9 | 12 2 | 9 7 | 10 9 | 11 0 | 12 14 | 10 3 | 12 7 | 15 9 | 13 15 6 | 17 2 |
| Barakar | 15 9 | 12 2 | 9 7 | 10 9 | 11 0 | 12 14 | 10 3 | 12 7 | 15 9 | 13 15 6 | 17 2 |
| Mugma | 15 9 | 12 2 | 9 7 | 10 9 | 10 14 | 12 11 | 10 3 | 12 7 | 15 9 | 13 15 6 | 17 2 |
| Mugma west | 15 9 | 12 2 | 9 7 | 10 9 | 10 14 | 12 11 | 10 3 | 12 7 | 15 9 | 13 15 6 | 17 2 |
| Kaloobathan | 15 9 | 12 2 | 9 7 | 10 9 | 10 14 | 12 11 | 10 3 | 12 7 | 15 9 | 13 13 6 | 16 15 |
| Dhanbad | 15 6 | 12 0 | 9 5 | 10 7 | 10 12 | 12 9 | 10 0 | 12 5 | 15 6 | 13 13 6 | 16 13 |
| Kusunda | 15 6 | 12 0 | 9 5 | 10 7 | 10 12 | 12 11 | 10 0 | 12 5 | 15 6 | 13 13 6 | 16 13 |
| Jherriah | 15 6 | 12 0 | 9 5 | 10 7 | 10 12 | 12 11 | 10 0 | 12 5 | 15 6 | 13 13 6 | 16 13 |
| Pathardihi | 15 6 | 12 0 | 9 5 | 10 7 | 10 12 | 12 11 | 10 0 | 12 5 | 15 6 | 13 13 6 | 16 13 |
| Katrasgarh | 15 6 | 12 0 | 9 5 | 10 7 | 10 12 | 12 11 | 10 0 | 12 5 | 15 6 | 13 13 6 | 16 13 |
| Serampur | 15 13 | 12 7 | 9 12 | 10 14 | 11 2 | 13 0 | 10 7 | 12 11 | 15 13 | 14 4 0 | 17 4 |
| Kurhurbaree | 15 13 | 12 7 | 9 12 | 10 14 | 11 2 | 13 0 | 10 7 | 12 11 | 15 13 | 14 4 0 | 17 4 |
| Domohani No. 2 | 15 13 | 12 7 | 9 12 | 10 14 | 11 2 | 13 2 | 10 7 | 12 11 | 15 13 | 14 4 0 | 17 4 |
| Chara | 15 13 | 12 7 | 9 12 | 10 14 | 11 2 | 13 0 | 10 7 | 12 11 | 15 11 | 14 2 6 | 17 4 |
| Toposi | 15 11 | 12 5 | 9 12 | 10 12 | 11 2 | 13 0 | 10 5 | 12 9 | 15 11 | 14 2 6 | 17 4 |
| Singaran | 15 13 | 12 5 | 9 12 | 10 12 | 11 2 | 13 0 | 10 7 | 12 9 | 15 11 | 14 2 6 | 17 4 |
| Ikrah | 15 11 | 12 5 | 9 9 | 10 12 | 11 2 | 13 0 | 10 5 | 12 9 | 15 11 | 14 2 0 | 17 4 |
| Jamuria | 15 11 | 12 5 | 9 9 | 10 12 | 11 0 | 13 0 | 10 5 | 12 9 | 15 11 | 14 2 0 | 17 2 |
| Barabani | 15 11 | 12 5 | 9 9 | 10 12 | 11 0 | 13 0 | 10 5 | 12 9 | 15 11 | 13 15 6 | 17 2 |
| Churulia | 15 13 | 12 7 | 9 12 | 10 12 | 11 2 | 13 0 | 10 7 | 12 11 | 15 11 | 14 2 6 | 17 4 |
| Gaurangdi | 15 13 | 12 7 | 9 12 | 10 14 | 11 2 | 13 0 | 10 7 | 12 11 | 15 13 | 14 4 0 | 17 4 |
| Rajhara | 14 11 | 11 5 | 8 10 | 9 12 | 10 0 | 11 14 | 9 5 | 11 9 | 14 9 | 12 15 6 | 16 2 |
| Rajhara Siding | 14 11 | 11 5 | 8 10 | 9 12 | 10 0 | 11 14 | 9 5 | 11 9 | 14 11 | 12 15 6 | 16 2 |
| Chandrapura | 15 6 | 11 14 | 9 5 | 10 5 | 10 12 | 12 9 | 10 0 | 12 5 | 15 6 | 13 11 6 | 16 13 |
| Bermo | 15 6 | 12 0 | 9 5 | 10 7 | 10 12 | 12 9 | 10 0 | 12 5 | 15 6 | 13 13 6 | 16 13 |
| Ranchi Road | 15 9 | 12 2 | 9 7 | 10 9 | 11 0 | 12 14 | 10 3 | 12 7 | 15 9 | 13 15 6 | 16 15 |
| Barka Kana | 15 9 | 12 2 | 9 7 | 10 9 | 10 14 | 12 11 | 10 3 | 12 7 | 15 9 | 13 15 6 | 16 15 |
| Bhurkunda Siding | 15 9 | 12 2 | 9 7 | 10 9 | 10 14 | 12 11 | 10 3 | 12 7 | 15 6 | 13 13 6 | 16 15 |
| Ray | 15 4 | 11 14 | 9 5 | 10 5 | 10 12 | 12 11 | 9 14 | 12 2 | 15 4 | 13 11 6 | 16 13 |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton; the latter charge should be excluded in case of NW Ry. Loco. Coal.

† In the case of traffic via Delhi Shahdara a transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates, and the N. W. Ry. terminal charge of Re. 0-2-0 must be deducted.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Station from | Delhi Shadara and viat (via Ghaziabad) | Delhi Sarai Rohilla (via Ghaziabad) | Ferozepore Cant. (via Ghaziabad) | Gulistan (via Ghaziabad) | Hissar Jn. (via Ghaziabad) | Jacobabad (via Ghaziabad) | Jakkhal (via Ghaziabad) | Jamrud (via Ghaziabad) | Jhang Maghiana (via Saharanpur) | Jind (via Ghaziabad) | Jullundur City (via Saharanpur) |
|------------------|----------------------------------------------|-------------------------------------------|-------------------------------------|-----------------------------|-------------------------------|------------------------------|----------------------------|---------------------------|------------------------------------|-------------------------|------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Ondal | 9 0 | 9 1 | 10 12 | 15 6 | 10 5 | 13 14 | 10 0 | 13 2 | 12 5 | 9 9 | 10 7 |
| Ukhra | 9 3 | 9 1 | 10 12 | 15 9 | 10 5 | 13 14 | 10 0 | 13 2 | 12 5 | 9 12 | 10 7 |
| Pandaveswar | 9 3 | 9 1 | 10 14 | 15 9 | 10 7 | 13 14 | 10 0 | 13 4 | 12 7 | 9 12 | 10 9 |
| Samia No. 4 | 9 3 | 9 1 | 10 14 | 15 9 | 10 7 | 13 14 | 10 0 | 13 4 | 12 7 | 9 12 | 10 9 |
| Darulah Siding | 9 3 | 9 1 | 10 14 | 15 9 | 10 7 | 13 14 | 10 0 | 13 4 | 12 7 | 9 12 | 10 9 |
| Palasthali | 9 5 | 9 3 | 11 0 | 15 11 | 10 9 | 14 0 | 10 3 | 13 7 | 12 7 | 9 14 | 10 12 |
| Panchra | 9 3 | 9 1 | 10 14 | 15 9 | 10 7 | 14 0 | 10 0 | 13 3 | 12 7 | 9 12 | 10 9 |
| Raniganj | 9 0 | 8 14 | 10 12 | 15 6 | 10 5 | 13 11 | 9 14 | 13 2 | 12 5 | 9 9 | 10 7 |
| Raniganj Siding | 9 0 | 8 14 | 10 12 | 15 6 | 10 5 | 13 11 | 9 14 | 13 2 | 12 5 | 9 9 | 10 7 |
| Raniganj Ghat | 9 0 | 8 14 | 10 12 | 15 6 | 10 5 | 13 14 | 9 14 | 13 2 | 12 5 | 9 9 | 10 7 |
| Kalipahari | 9 0 | 8 14 | 10 9 | 15 6 | 10 3 | 13 11 | 9 14 | 13 0 | 12 2 | 9 9 | 10 5 |
| Asansol | 8 14 | 8 14 | 10 9 | 15 6 | 10 3 | 13 11 | 9 14 | 13 0 | 12 2 | 9 9 | 10 5 |
| Dhadka | 8 14 | 8 14 | 10 9 | 15 6 | 10 3 | 13 11 | 9 14 | 13 0 | 12 2 | 9 9 | 10 5 |
| Jainti Siding | 9 0 | 8 14 | 10 12 | 15 6 | 10 5 | 13 11 | 9 14 | 13 2 | 12 5 | 9 9 | 10 7 |
| Karmatar | 9 0 | 8 14 | 10 12 | 15 6 | 10 5 | 13 14 | 9 14 | 13 2 | 12 5 | 9 9 | 10 7 |
| Sitarampur | 8 14 | 8 12 | 10 9 | 15 4 | 10 3 | 13 11 | 9 12 | 13 0 | 12 2 | 9 7 | 10 5 |
| Shamdi | 8 14 | 8 14 | 10 9 | 15 6 | 10 3 | 13 11 | 9 14 | 13 0 | 12 2 | 9 9 | 10 5 |
| Kulti | 8 14 | 8 12 | 10 9 | 15 4 | 10 3 | 13 9 | 9 12 | 13 0 | 12 2 | 9 7 | 10 5 |
| Barakar | 8 14 | 8 12 | 10 9 | 15 4 | 10 3 | 13 9 | 9 12 | 13 0 | 12 2 | 9 7 | 10 5 |
| Mugma | 8 14 | 8 12 | 10 7 | 15 4 | 10 3 | 13 9 | 9 12 | 12 14 | 12 0 | 9 7 | 10 3 |
| Mugma West | 8 14 | 8 12 | 10 9 | 15 4 | 10 3 | 13 9 | 9 12 | 12 14 | 12 0 | 9 7 | 10 3 |
| Kaloobathan | 8 12 | 8 12 | 10 7 | 15 4 | 10 0 | 13 9 | 9 12 | 12 14 | 12 0 | 9 5 | 10 3 |
| Dhanbad | 8 12 | 8 10 | 10 5 | 15 2 | 9 14 | 13 7 | 9 9 | 12 11 | 11 14 | 9 5 | 10 0 |
| Kusunda | 8 12 | 8 10 | 10 7 | 15 2 | 10 0 | 13 7 | 9 9 | 12 14 | 11 14 | 9 5 | 10 3 |
| Jherriah | | | | | | | | | | | |
| Pathardihi | | | | | | | | | | | |
| Katrasgarh | 9 3 | 9 1 | 10 12 | 15 9 | 10 7 | 13 14 | 10 0 | 13 2 | 12 5 | 9 12 | 10 7 |
| Serampur | 9 3 | 9 1 | 10 12 | 15 9 | 10 7 | 13 14 | 10 0 | 13 2 | 12 5 | 9 12 | 10 7 |
| Kurhurbaree | 9 3 | 9 1 | 10 14 | 15 9 | 10 7 | 13 14 | 10 0 | 13 4 | 12 5 | 9 12 | 10 9 |
| Domohani No. 2 | 9 3 | 9 1 | 10 14 | 15 9 | 10 7 | 13 14 | 10 0 | 13 4 | 12 5 | 9 12 | 10 9 |
| Chara | 9 0 | 9 1 | 10 12 | 15 9 | 10 5 | 13 14 | 10 0 | 13 2 | 12 5 | 9 9 | 10 7 |
| Toposi | 9 0 | 8 14 | 10 12 | 15 6 | 10 5 | 13 14 | 9 14 | 13 2 | 12 5 | 9 9 | 10 7 |
| Singaran | 9 0 | 8 14 | 10 12 | 15 6 | 10 5 | 13 14 | 9 14 | 13 2 | 12 5 | 9 9 | 10 7 |
| Ikrah | 9 0 | 8 14 | 10 12 | 15 6 | 10 5 | 13 11 | 9 14 | 13 2 | 12 5 | 9 9 | 10 7 |
| Jamuria | 9 0 | 8 14 | 10 12 | 15 6 | 10 5 | 13 11 | 9 14 | 13 2 | 12 2 | 9 9 | 10 7 |
| Barabani | 8 14 | 8 14 | 10 9 | 15 6 | 10 3 | 13 11 | 9 14 | 13 0 | 12 2 | 9 9 | 10 5 |
| Churulia | 9 0 | 9 1 | 10 12 | 15 9 | 10 5 | 13 14 | 10 0 | 13 2 | 12 5 | 9 9 | 10 7 |
| Gaurangdi | 9 3 | 9 1 | 10 12 | 15 9 | 10 7 | 13 14 | 10 0 | 13 2 | 12 5 | 9 12 | 10 7 |
| Rajhara | 7 14 | 7 15 | 9 9 | 14 7 | 9 3 | 12 11 | 8 14 | 12 0 | 11 2 | 8 7 | 9 5 |
| Rajhara Siding | 7 14 | 7 15 | 9 9 | 14 7 | 9 3 | 12 11 | 8 14 | 12 0 | 11 2 | 8 10 | 9 5 |
| Chandrapura | 8 10 | 8 8 | 10 5 | 15 0 | 9 14 | 13 7 | 9 9 | 12 11 | 11 14 | 9 3 | 10 0 |
| Bermo | 8 12 | 8 10 | 10 7 | 15 2 | 10 0 | 13 7 | 9 9 | 12 11 | 11 14 | 9 5 | 10 3 |
| Ranchi Road | 8 14 | 8 12 | 10 9 | 15 4 | 10 3 | 13 9 | 9 12 | 13 0 | 12 2 | 9 7 | 10 5 |
| Barka Kana | 8 14 | 8 12 | 10 7 | 15 4 | 10 0 | 13 9 | 9 12 | 12 14 | 12 0 | 9 7 | 10 3 |
| Bhurkunda Siding | 8 12 | 8 12 | 10 7 | 15 4 | 10 0 | 13 9 | 9 12 | 12 14 | 12 0 | 9 5 | 10 3 |
| Ray | 8 12 | 8 8 | 10 5 | 15 0 | 9 14 | 13 7 | 9 7 | 12 13 | 11 14 | 9 3 | 10 0 |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N.W. Ry. terminal charge of Re. 0-2-0 per ton; the latter charge should be excluded in case of N. W. Ry. Loco. Coal.

† In the case of traffic via Kalka a transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates, and the N.W. Ry. terminal charge of Re. 0-2-0 must be deducted.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

§ These rates are exclusive of the N. W. Ry. terminal charge of Re. 0-2-0 per ton.

| Station from | Kalka and via† (via Saharanpur) | Karachi Cantt. (via Ghaziabad) | Khanai (via Ghaziabad) | Khanewal (via Ghaziabad) | Khanpur (via Ghaziabad) | Kiamari (via Ghaziabad) | Kohat Cantt. (via Saharanpur) | Kolpur (via Ghaziabad) | Kotri Bandar (via Ghaziabad) | Kundian (via Saharanpur) |
|----------------------|------------------------------------|-----------------------------------|---------------------------|-----------------------------|----------------------------|----------------------------|----------------------------------|---------------------------|---------------------------------|-----------------------------|
| | Rs. a. | Rs. a. p. | Rs. a. | Rs. a. | Rs. a. | Rs. a. p. | Rs. a. | Rs. a. | Rs. a. p. | Rs. a. |
| Ondal ... | 10 0 | 14 2 6 | 15 4 | 12 0 | 12 7 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Ukhra ... | 10 0 | 14 2 6 | 15 4 | 12 2 | 12 9 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Pandaveswar ... | 10 0 | 14 2 6 | 15 4 | 12 2 | 12 9 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Samla No. 4 ... | 10 0 | 14 2 6 | 15 4 | 12 2 | 12 9 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Darulah Siding ... | 10 0 | 14 2 6 | 15 6 | 12 2 | 12 9 | 14 4 6 | 13 2 | 15 0 | 13 6 6 | 12 11 |
| Palasthali ... | 10 3 | 14 4 6 | 15 9 | 12 5 | 12 11 | 14 4 6 | 13 4 | 15 2 | 13 8 6 | 12 11 |
| Panchra ... | 10 3 | 14 4 6 | 15 6 | 12 2 | 12 9 | 14 4 6 | 13 2 | 15 2 | 13 8 6 | 12 11 |
| Raniganj ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 14 2 6 | 13 0 | 14 13 | 13 4 6 | 12 9 |
| Raniganj Siding ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 14 2 6 | 13 0 | 14 13 | 13 4 6 | 12 9 |
| Raniganj Ghat ... | 10 0 | 13 15 6 | 15 4 | 12 0 | 12 7 | 14 2 6 | 13 0 | 15 0 | 13 4 6 | 12 9 |
| Kalipahari ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 13 15 6 | 13 0 | 14 13 | 13 4 6 | 12 7 |
| Asansol ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 13 15 6 | 13 0 | 14 13 | 13 4 6 | 12 7 |
| Dhadka ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 13 15 6 | 13 0 | 14 13 | 13 4 6 | 12 7 |
| Jainti Siding ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 13 15 6 | 13 0 | 14 13 | 13 4 6 | 12 7 |
| Karmatar ... | 10 0 | 14 2 6 | 15 4 | 12 0 | 12 7 | 14 2 6 | 13 0 | 15 0 | 13 6 6 | 12 9 |
| Sitarampur ... | 9 14 | 13 15 6 | 15 2 | 11 14 | 12 5 | 13 15 6 | 12 14 | 14 13 | 13 4 6 | 12 7 |
| Shamdih ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 13 15 6 | 13 0 | 14 13 | 13 4 6 | 12 7 |
| Kulti ... | 9 12 | 13 13 6 | 15 2 | 11 14 | 12 5 | 13 15 6 | 12 14 | 14 11 | 13 2 6 | 12 7 |
| Barakar ... | 9 12 | 13 13 6 | 15 2 | 11 14 | 12 5 | 13 13 6 | 12 14 | 14 11 | 13 2 6 | 12 5 |
| Mugma ... | 9 12 | 13 13 6 | 15 2 | 11 14 | 12 5 | 13 13 6 | 12 14 | 14 11 | 13 2 6 | 12 5 |
| Mugma West ... | 9 12 | 13 13 6 | 15 2 | 11 14 | 12 5 | 13 13 6 | 12 14 | 14 11 | 13 2 6 | 12 5 |
| Kaloobathan ... | 9 12 | 13 13 6 | 15 2 | 11 14 | 12 2 | 13 13 6 | 12 14 | 14 11 | 13 2 6 | 12 5 |
| Dhanbad ... | 9 9 | 13 11 6 | 15 0 | 11 12 | 12 2 | 13 11 6 | 12 11 | 14 9 | 12 15 6 | 12 2 |
| Kusunda ... | 9 9 | 13 11 6 | 15 0 | 11 12 | 12 2 | 13 11 6 | 12 11 | 14 9 | 12 15 6 | 12 2 |
| Jherriah ... | 9 9 | 13 11 6 | 15 0 | 11 12 | 12 2 | 13 11 6 | 12 11 | 14 9 | 12 15 6 | 12 2 |
| Pathardihi ... | 9 9 | 13 11 6 | 15 0 | 11 12 | 12 2 | 13 11 6 | 12 11 | 14 9 | 12 15 6 | 12 2 |
| Katrasgarh ... | 9 9 | 13 11 6 | 15 0 | 11 12 | 12 2 | 13 11 6 | 12 11 | 14 9 | 12 15 6 | 12 2 |
| Serampur ... | 10 0 | 14 2 6 | 15 6 | 12 2 | 12 9 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Kurhurbaree ... | 10 0 | 14 2 6 | 15 6 | 12 2 | 12 9 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Domohani No. 2 ... | 10 0 | 14 2 6 | 15 6 | 12 2 | 12 9 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Chara ... | 10 0 | 14 2 6 | 15 6 | 12 2 | 12 7 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Toposi ... | 10 0 | 13 15 6 | 15 4 | 12 0 | 12 7 | 14 2 6 | 13 0 | 14 13 | 13 4 6 | 12 9 |
| Singaran ... | 10 0 | 14 2 6 | 15 4 | 12 0 | 12 7 | 14 2 6 | 13 0 | 15 0 | 13 6 6 | 12 9 |
| Ikrah ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 13 15 6 | 13 0 | 14 13 | 13 4 6 | 12 9 |
| Jamuria ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 13 15 6 | 13 0 | 14 13 | 13 4 6 | 12 7 |
| Barabani ... | 9 14 | 13 15 6 | 15 4 | 12 0 | 12 7 | 13 15 6 | 13 0 | 14 13 | 13 4 6 | 12 7 |
| Churulia ... | 10 0 | 14 2 6 | 15 6 | 12 0 | 12 7 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Gaurangdi ... | 10 0 | 14 2 6 | 15 6 | 12 2 | 12 9 | 14 2 6 | 13 2 | 15 0 | 13 6 6 | 12 9 |
| Rajhara ... | 8 14 | 12 15 6 | 14 4 | 11 0 | 11 5 | 12 15 6 | 12 0 | 13 14 | 12 4 6 | 11 7 |
| Rajhara Siding ... | 8 14 | 12 15 6 | 14 4 | 11 0 | 11 7 | 12 15 6 | 12 0 | 13 14 | 12 4 6 | 11 7 |
| Cnandrapura ... | 9 9 | 13 11 6 | 14 13 | 11 9 | 12 0 | 13 11 6 | 12 9 | 14 9 | 12 13 6 | 12 2 |
| Bermo ... | 9 9 | 13 11 6 | 15 0 | 11 12 | 12 2 | 13 11 6 | 12 11 | 14 9 | 12 15 6 | 12 2 |
| Ranchi Road ... | 9 12 | 13 13 6 | 15 2 | 11 14 | 12 5 | 13 13 6 | 12 14 | 14 11 | 13 2 6 | 12 5 |
| Barka Kana ... | 9 12 | 13 13 6 | 15 2 | 11 14 | 12 5 | 13 13 6 | 12 14 | 14 11 | 13 2 6 | 12 5 |
| Bhurkunda Siding ... | 9 12 | 13 13 6 | 15 2 | 11 14 | 12 2 | 13 13 6 | 12 14 | 14 11 | 13 2 6 | 12 5 |
| Ray ... | 9 9 | 13 8 6 | 14 13 | 11 9 | 12 0 | 13 11 6 | 12 9 | 14 9 | 12 13 6 | 12 2 |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton; the latter charge should be excluded in case of N.W. Ry. Loco. Coal.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Station from | Lahore (via Saharanpur) | Lala Musa (via Saharanpur) | Ludhiana (via Saharanpur) | Lyallpur (via Saharanpur) | Mach (via Ghaziabad) | Malakwal (via Saharanpur) | Mandra (via Saharanpur) | Mari Indus (via Saharanpur) | Mirjawa (via Ghaziabad) | Moghalpura (via Saharanpur) |
|----------------------|----------------------------|-------------------------------|------------------------------|------------------------------|-------------------------|------------------------------|----------------------------|--------------------------------|----------------------------|--------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Ondal ... | 11 0 | 11 9 | 10 3 | 11 12 | 14 13 | 11 14 | 12 2 | 12 14 | 19 15 | 12 0 |
| Ukhra ... | 11 0 | 11 12 | 10 5 | 11 12 | 14 13 | 12 0 | 12 2 | 12 14 | 19 15 | 12 0 |
| Pandaveswar ... | 11 2 | 11 12 | 10 5 | 11 12 | 15 0 | 12 0 | 12 2 | 12 14 | 19 15 | 11 2 |
| Samla No. 4 ... | 11 2 | 11 12 | 10 5 | 11 12 | 15 0 | 12 0 | 12 2 | 12 14 | 19 15 | 11 2 |
| Darulah Siding ... | 11 2 | 11 12 | 10 5 | 11 12 | 15 0 | 12 0 | 12 5 | 12 14 | 20 1 | 11 2 |
| Palasthali ... | 11 5 | 11 14 | 10 7 | 11 14 | 15 0 | 12 2 | 12 5 | 13 0 | 20 1 | 11 2 |
| Panchra ... | 11 2 | 11 12 | 10 5 | 11 12 | 15 0 | 12 0 | 12 5 | 13 0 | 20 1 | 11 2 |
| Raniganj ... | 11 0 | 11 9 | 10 3 | 11 9 | 14 13 | 11 14 | 12 2 | 12 11 | 19 15 | 12 0 |
| Raniganj Siding ... | 11 0 | 11 9 | 10 3 | 11 9 | 14 13 | 11 14 | 12 2 | 12 11 | 19 15 | 11 0 |
| Raniganj Ghat ... | 11 0 | 11 9 | 10 3 | 11 9 | 14 13 | 11 14 | 12 2 | 12 14 | 19 15 | 11 0 |
| Kalipahari ... | 10 14 | 11 9 | 10 3 | 11 9 | 14 11 | 11 14 | 12 0 | 12 11 | 19 13 | 11 14 |
| Asansol ... | 10 14 | 11 7 | 10 0 | 11 9 | 14 11 | 11 14 | 12 0 | 12 11 | 19 13 | 11 14 |
| Dhadka ... | 10 14 | 11 7 | 10 3 | 11 9 | 14 11 | 11 14 | 12 0 | 12 11 | 19 13 | 10 14 |
| Jainti Siding ... | 11 0 | 11 9 | 10 3 | 11 9 | 14 13 | 11 14 | 12 0 | 12 11 | 19 13 | 10 0 |
| Karmatar ... | 11 0 | 11 9 | 10 3 | 11 9 | 14 13 | 11 14 | 12 2 | 12 14 | 19 15 | 10 0 |
| Sitampur ... | 10 14 | 11 7 | 10 0 | 11 7 | 14 11 | 11 12 | 12 0 | 12 11 | 19 13 | 10 14 |
| Shamdih ... | 10 14 | 11 7 | 10 0 | 11 9 | 14 11 | 11 14 | 12 0 | 12 11 | 19 13 | 10 14 |
| Kulti ... | 10 14 | 11 7 | 10 0 | 11 7 | 14 11 | 11 12 | 12 0 | 12 9 | 19 13 | 10 14 |
| Barakar ... | 10 14 | 11 7 | 10 0 | 11 7 | 14 11 | 11 12 | 11 14 | 12 9 | 19 11 | 10 14 |
| Mugma ... | 10 12 | 11 7 | 10 0 | 11 7 | 14 9 | 11 12 | 11 14 | 12 9 | 19 11 | 10 12 |
| Mugma West ... | 10 12 | 11 7 | 10 0 | 11 7 | 14 9 | 11 12 | 11 14 | 12 9 | 19 11 | 10 14 |
| Kalooathan ... | 10 12 | 11 5 | 9 14 | 11 7 | 14 9 | 11 12 | 11 14 | 12 9 | 19 11 | 10 12 |
| Dhanbad ... | 10 9 | 11 5 | 9 14 | 11 5 | 14 7 | 11 9 | 11 12 | 12 7 | 19 8 | 10 9 |
| Kusunda ... | 10 12 | 11 5 | 9 14 | 11 5 | 14 7 | 11 9 | 11 12 | 12 7 | 19 8 | 10 9 |
| Jherriah ... | 10 12 | 11 5 | 9 14 | 11 5 | 14 7 | 11 9 | 11 12 | 12 7 | 19 8 | 10 9 |
| Pathardihi ... | 10 12 | 11 5 | 9 14 | 11 5 | 14 7 | 11 9 | 11 12 | 12 7 | 19 8 | 10 9 |
| Katrasgarh ... | 10 12 | 11 5 | 9 14 | 11 5 | 14 7 | 11 9 | 11 12 | 12 7 | 19 8 | 10 9 |
| Serampur ... | 11 0 | 11 12 | 10 5 | 11 12 | 14 13 | 12 0 | 12 2 | 12 14 | 19 15 | 11 0 |
| Kurhurbaree ... | 11 0 | 11 12 | 10 5 | 11 12 | 14 13 | 12 0 | 12 2 | 12 14 | 19 15 | 11 0 |
| Domohani No. 2 ... | 11 2 | 11 12 | 10 5 | 11 12 | 14 13 | 12 0 | 12 2 | 12 14 | 19 15 | 11 0 |
| Chara ... | 11 0 | 11 9 | 10 3 | 11 12 | 14 13 | 12 0 | 12 2 | 12 14 | 19 15 | 11 0 |
| Toposi ... | 11 0 | 11 9 | 10 3 | 11 9 | 14 13 | 12 0 | 12 2 | 12 11 | 19 15 | 11 0 |
| Shgaran ... | 11 0 | 11 9 | 10 3 | 11 9 | 14 13 | 11 14 | 12 2 | 12 14 | 19 15 | 11 0 |
| Ikrah ... | 11 0 | 11 9 | 10 3 | 11 9 | 14 13 | 11 14 | 12 2 | 12 11 | 19 15 | 11 0 |
| Jamuria ... | 11 0 | 11 9 | 10 3 | 11 9 | 14 11 | 11 14 | 12 0 | 12 11 | 19 13 | 10 12 |
| Barabani ... | 10 14 | 11 7 | 10 3 | 11 9 | 14 11 | 12 0 | 12 0 | 12 11 | 19 13 | 10 14 |
| Churulia ... | 11 0 | 11 9 | 10 3 | 11 12 | 14 13 | 11 14 | 12 2 | 12 14 | 19 15 | 11 0 |
| Gaurangdi ... | 11 0 | 11 12 | 10 5 | 11 12 | 14 13 | 12 0 | 12 2 | 12 14 | 19 15 | 11 0 |
| Rajhara ... | 9 14 | 10 7 | 9 0 | 10 9 | 13 11 | 10 14 | 11 0 | 11 12 | 18 13 | 9 14 |
| Rajhara Siding ... | 9 14 | 10 7 | 9 0 | 10 9 | 13 11 | 10 14 | 11 0 | 11 12 | 18 13 | 9 14 |
| Chandrapura ... | 10 9 | 11 2 | 9 12 | 11 5 | 14 7 | 11 7 | 11 12 | 12 7 | 19 8 | 10 9 |
| Bermo ... | 10 12 | 11 5 | 9 14 | 11 5 | 14 7 | 11 9 | 11 12 | 12 7 | 19 8 | 10 9 |
| Ranchi Road ... | 10 14 | 11 7 | 10 0 | 11 7 | 14 11 | 11 12 | 11 14 | 12 9 | 19 11 | 10 12 |
| Barka Kana ... | 10 12 | 11 7 | 10 0 | 11 7 | 14 9 | 11 12 | 11 14 | 12 9 | 19 11 | 10 12 |
| Bhurkunda Siding ... | 10 12 | 11 5 | 9 14 | 11 7 | 14 9 | 11 12 | 11 14 | 12 9 | 19 11 | 10 12 |
| Ray ... | 10 9 | 11 2 | 9 12 | 11 2 | 14 7 | 11 7 | 11 12 | 12 7 | 19 8 | 10 9 |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton; the latter charge should be excluded in case of N. W. Ry. Loco. Coal.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

| Station from | Montgomery (via Ghaziabad) | Multan Cant. (via Ghaziabad) | Nowshera Jn. (via Saharanpur) | Pad Idan (via Ghaziabad) | Pak Pattan (via Ghaziabad) | Peshawar Cant. (via Saharanpur) | Quetta (via Ghaziabad) | Rajpura (via Saharanpur) | Rawalpindi (via Saharanpur) | Rohri (via Ghaziabad) |
|------------------|-------------------------------|---------------------------------|----------------------------------|-----------------------------|-------------------------------|------------------------------------|---------------------------|-----------------------------|--------------------------------|--------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. p. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. |
| Ondal ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 7 | 13 0 | 15 2 | 9 14 | 12 5 | 13 7 |
| Ukhra ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 9 | 13 2 | 15 2 | 9 14 | 12 5 | 13 7 |
| Pandaveswar | 11 9 | 12 7 | 13 0 | 14 0 0 | 11 9 | 13 2 | 15 4 | 9 14 | 12 7 | 13 9 |
| Samla No. 4 | 11 9 | 12 7 | 13 0 | 14 0 0 | 11 9 | 13 2 | 15 4 | 9 14 | 12 7 | 13 9 |
| Darulah Siding | 11 9 | 12 7 | 13 0 | 14 2 0 | 11 9 | 13 2 | 15 4 | 9 14 | 12 7 | 13 9 |
| Palasthali ... | 11 12 | 12 9 | 13 2 | 14 2 0 | 11 12 | 13 4 | 15 6 | 10 0 | 12 9 | 13 11 |
| Panchra ... | 11 12 | 12 7 | 13 0 | 14 2 0 | 11 9 | 13 2 | 15 4 | 9 14 | 12 7 | 13 9 |
| Raniganj ... | 11 7 | 12 5 | 12 14 | 13 15 6 | 11 7 | 13 0 | 15 2 | 9 12 | 12 5 | 13 7 |
| Raniganj Siding | 11 7 | 12 5 | 12 14 | 13 15 8 | 11 7 | 13 0 | 15 2 | 9 12 | 12 5 | 13 7 |
| Raniganj Ghat | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 7 | 13 0 | 15 2 | 9 12 | 12 5 | 13 7 |
| Kalipahari ... | 11 7 | 12 2 | 12 11 | 13 14 0 | 11 7 | 13 0 | 15 0 | 9 12 | 12 2 | 13 4 |
| Asansol ... | 11 7 | 12 2 | 12 11 | 13 14 0 | 11 5 | 13 0 | 15 0 | 9 12 | 12 2 | 13 4 |
| Dhadka ... | 11 7 | 12 2 | 12 11 | 13 14 0 | 11 7 | 13 0 | 15 0 | 9 12 | 12 2 | 13 4 |
| Jainti Siding | 11 7 | 12 5 | 12 14 | 13 14 0 | 11 7 | 13 0 | 15 2 | 9 12 | 12 5 | 13 7 |
| Karmatar ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 7 | 13 0 | 15 2 | 9 12 | 12 5 | 13 7 |
| Sitarampur | 11 7 | 12 2 | 12 11 | 13 14 0 | 11 5 | 12 14 | 15 0 | 9 9 | 12 2 | 13 4 |
| Shamdih ... | 11 7 | 12 2 | 12 11 | 13 14 0 | 11 7 | 13 0 | 15 0 | 9 12 | 12 2 | 13 4 |
| Kulti ... | 11 5 | 12 2 | 12 11 | 13 13 6 | 11 5 | 12 14 | 15 0 | 9 9 | 12 2 | 13 4 |
| Barakar ... | 11 5 | 12 2 | 12 11 | 13 11 0 | 11 5 | 12 14 | 15 0 | 9 9 | 12 2 | 13 4 |
| Mugma ... | 11 5 | 12 0 | 12 9 | 13 11 0 | 11 5 | 12 14 | 14 13 | 9 9 | 12 0 | 13 2 |
| Mugma West | 11 5 | 12 0 | 12 11 | 13 11 0 | 11 5 | 12 14 | 14 13 | 9 9 | 12 0 | 13 2 |
| Kaloobathan | 11 5 | 12 0 | 12 9 | 13 11 0 | 11 2 | 12 14 | 14 13 | 9 9 | 12 0 | 13 2 |
| Dhanbad ... | 11 2 | 11 14 | 12 7 | 13 9 0 | 11 2 | 12 11 | 14 11 | 9 7 | 11 14 | 13 0 |
| Kusunda ... | 11 2 | 12 0 | 12 9 | 13 9 0 | 11 2 | 12 11 | 14 13 | 9 7 | 12 0 | 13 2 |
| Jherriah ... | 11 2 | 12 0 | 12 9 | 13 9 0 | 11 2 | 12 11 | 14 13 | 9 7 | 12 0 | 13 2 |
| Pathardihi ... | 11 2 | 12 0 | 12 9 | 13 9 0 | 11 2 | 12 11 | 14 13 | 9 7 | 12 0 | 13 2 |
| Katrasgarh ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 9 | 13 2 | 15 2 | 9 14 | 12 5 | 13 7 |
| Serampur ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 9 | 13 2 | 15 2 | 9 14 | 12 5 | 13 7 |
| Kurhurbaree | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 9 | 13 2 | 15 2 | 9 14 | 12 5 | 13 7 |
| Domohani No. 2 | 11 9 | 12 7 | 13 0 | 14 0 0 | 11 9 | 13 2 | 15 4 | 9 14 | 12 7 | 13 9 |
| Chara ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 7 | 13 2 | 15 2 | 9 14 | 12 5 | 13 7 |
| Toposi ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 7 | 13 0 | 15 2 | 9 12 | 12 5 | 13 7 |
| Singaran ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 7 | 13 0 | 15 2 | 9 12 | 12 5 | 13 7 |
| Ikrah ... | 11 7 | 12 5 | 12 14 | 13 14 0 | 11 7 | 13 0 | 15 2 | 9 12 | 12 5 | 13 7 |
| Jamuria ... | 11 7 | 12 5 | 12 14 | 13 14 0 | 11 7 | 13 0 | 15 2 | 9 12 | 12 5 | 13 7 |
| Barabani ... | 11 7 | 12 2 | 12 11 | 13 14 0 | 11 7 | 13 0 | 15 0 | 9 12 | 12 2 | 13 4 |
| Churulia ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 7 | 13 0 | 15 2 | 9 14 | 12 5 | 13 7 |
| Gaurangdi ... | 11 9 | 12 5 | 12 14 | 14 0 0 | 11 9 | 13 2 | 15 2 | 9 14 | 12 5 | 13 7 |
| Rajhara ... | 10 7 | 11 2 | 11 12 | 12 14 0 | 10 5 | 12 0 | 14 0 | 8 12 | 11 2 | 12 5 |
| Rajhara Siding | 10 7 | 11 2 | 11 12 | 12 14 0 | 10 5 | 12 0 | 14 0 | 8 12 | 11 2 | 12 5 |
| Chandrapura | 11 2 | 11 14 | 12 7 | 13 9 0 | 12 0 | 12 9 | 14 11 | 9 7 | 11 14 | 13 0 |
| Bermo ... | 11 2 | 11 14 | 12 9 | 13 9 0 | 11 2 | 12 11 | 14 11 | 9 7 | 12 0 | 13 0 |
| Ranchi Road | 11 5 | 12 2 | 12 11 | 13 11 0 | 11 5 | 12 14 | 15 0 | 9 9 | 12 2 | 13 4 |
| Barka Kana | 11 5 | 12 0 | 12 9 | 13 11 0 | 11 5 | 12 14 | 14 13 | 9 9 | 12 0 | 13 2 |
| Bhurkunda Siding | 11 5 | 12 0 | 12 9 | 13 11 0 | 11 2 | 12 14 | 14 13 | 9 9 | 12 0 | 13 2 |
| Ray ... | 11 2 | 11 14 | 12 7 | 13 9 0 | 11 0 | 12 9 | 14 11 | 9 5 | 11 14 | 13 0 |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton; the latter charge should be excluded in case of N. W. Ry. Loco. Coal.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 604.

| Station from | N. W. Ry. | | | | | | | | | |
|----------------------|-----------------------------|--------------------------------|----------------------------------|-----------------------------|---------------------------|----------------------------------|-------------------------------|-------------------------------|--|--|
| | Samasata (via Ghaziabad) | Shakurbasti (via Ghaziabad) | Shorkot Road (via Saharanpur) | Sibi Jn. (via Ghaziabad) | Sukkur (via Ghaziabad) | Tandlianwala (via Saharanpur) | Tirth Laki (via Ghaziabad) | Wazirabad (via Saharanpur) | | |
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. p. | Rs. a. | | |
| Ondal ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Ukhra ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 7 | 11 12 | 13 15 6 | 11 9 | | |
| Pandaveswar ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 9 | 11 12 | 13 15 6 | 11 9 | | |
| Samla No. 4 ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 9 | 11 12 | 13 15 6 | 11 9 | | |
| Darulah Siding ... | 12 0 | 9 3 | 12 5 | 14 9 | 13 9 | 11 14 | 13 15 6 | 11 9 | | |
| Palasthali ... | 12 2 | 9 5 | 12 5 | 14 11 | 13 11 | 11 14 | 14 2 6 | 11 12 | | |
| Panchra ... | 12 0 | 9 5 | 12 5 | 14 9 | 13 9 | 11 14 | 13 15 6 | 11 9 | | |
| Raniganj ... | 11 14 | 9 0 | 12 2 | 14 7 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Raniganj Siding ... | 11 14 | 9 0 | 12 2 | 14 7 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Raniganj Ghat ... | 11 14 | 9 3 | 12 2 | 14 7 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Kalpahari ... | 11 14 | 9 0 | 12 0 | 14 7 | 13 4 | 11 9 | 13 13 6 | 11 7 | | |
| Asansol ... | 11 14 | 9 0 | 12 0 | 14 7 | 13 4 | 11 9 | 13 13 6 | 11 5 | | |
| Dhadka ... | 11 14 | 9 0 | 12 0 | 14 7 | 13 4 | 11 9 | 13 13 6 | 11 5 | | |
| Jainti Siding ... | 11 14 | 9 0 | 12 0 | 14 7 | 13 7 | 11 9 | 13 13 6 | 11 7 | | |
| Karmatar ... | 11 14 | 9 3 | 12 2 | 14 7 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Sitarampur ... | 11 12 | 9 0 | 12 0 | 14 4 | 13 4 | 11 9 | 13 11 6 | 11 5 | | |
| Shamdih ... | 11 14 | 9 0 | 12 0 | 14 7 | 13 4 | 11 9 | 13 13 6 | 11 5 | | |
| Kulti ... | 11 12 | 8 14 | 12 0 | 14 4 | 13 4 | 11 9 | 13 13 6 | 11 5 | | |
| Barakar ... | 11 12 | 8 14 | 11 14 | 14 4 | 13 4 | 11 7 | 13 11 6 | 11 5 | | |
| Mugma ... | 11 12 | 8 14 | 11 14 | 14 4 | 13 4 | 11 7 | 13 11 6 | 11 5 | | |
| Mugma West ... | 11 12 | 8 14 | 11 14 | 14 4 | 13 4 | 11 7 | 13 11 6 | 11 5 | | |
| Kaloobathan ... | 11 12 | 8 14 | 11 14 | 14 4 | 13 2 | 11 7 | 13 8 6 | 11 2 | | |
| Dhanbad ... | 11 9 | 8 12 | 11 12 | 14 2 | 13 0 | 11 5 | 13 8 6 | 11 2 | | |
| Kusunda ... | 11 9 | 8 12 | 11 12 | 14 2 | 13 2 | 11 5 | 13 8 6 | 11 2 | | |
| Jherriah ... | 11 9 | 8 12 | 11 12 | 14 2 | 13 2 | 11 5 | 13 8 6 | 11 2 | | |
| Pathardihi ... | 11 9 | 8 12 | 11 12 | 14 2 | 13 2 | 11 5 | 13 8 6 | 11 2 | | |
| Katrasgarh ... | 11 9 | 8 12 | 11 12 | 14 2 | 13 2 | 11 5 | 13 8 6 | 11 2 | | |
| Serampur ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 9 | 11 12 | 13 15 6 | 11 9 | | |
| Kurhurbaree ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 9 | 11 12 | 13 15 6 | 11 9 | | |
| Domohani No. 2 ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 9 | 11 12 | 13 15 6 | 11 9 | | |
| Chara ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Toposi ... | 11 14 | 9 3 | 12 2 | 14 7 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Singaran ... | 11 14 | 9 3 | 12 2 | 14 7 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Ikrah ... | 11 14 | 9 0 | 12 2 | 14 7 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Jamuria ... | 11 14 | 9 0 | 12 0 | 14 7 | 13 7 | 11 9 | 13 13 6 | 11 7 | | |
| Barabani ... | 11 14 | 9 0 | 12 0 | 14 7 | 13 4 | 11 9 | 13 13 6 | 11 5 | | |
| Churulia ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 7 | 11 12 | 13 13 6 | 11 7 | | |
| Gaurangdi ... | 12 0 | 9 3 | 12 2 | 14 9 | 13 9 | 11 12 | 13 15 6 | 11 9 | | |
| Rajhara ... | 10 14 | 8 1 | 11 0 | 13 7 | 12 5 | 10 9 | 12 11 6 | 10 5 | | |
| Rajhara Siding ... | 10 14 | 8 1 | 11 0 | 13 7 | 12 5 | 10 9 | 12 13 6 | 10 5 | | |
| Chandrapura ... | 11 7 | 8 12 | 11 12 | 14 2 | 13 0 | 11 5 | 13 6 6 | 10 13 | | |
| Bermo ... | 11 9 | 8 12 | 11 12 | 14 2 | 13 2 | 11 5 | 13 8 6 | 11 2 | | |
| Ranchi Road ... | 11 12 | 8 14 | 11 14 | 14 4 | 13 4 | 11 7 | 13 11 6 | 11 5 | | |
| Barka Kana ... | 11 12 | 8 14 | 11 14 | 14 4 | 13 2 | 11 7 | 13 11 6 | 11 5 | | |
| Bhurkunda Siding ... | 11 12 | 8 14 | 11 14 | 14 4 | 13 2 | 11 7 | 13 8 6 | 11 2 | | |
| Ray ... | 11 7 | 8 12 | 11 12 | 14 0 | 13 0 | 11 7 | 13 6 6 | 11 0 | | |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the N. W. Ry. terminal charge of Re. 0-2-0 per ton; the latter charge should be excluded in case of N. W. Ry. Loco. Coal.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 604.

* Not open coal in through booking.

G. I. P. Ry.

GREAT INDIAN PENINSULA RAILWAY.

1. Coal, Coke and Patent Fuel—basis for charge.—Coal, Coke and Patent Fuel whether for the Public or for the use of Railways, in full wagon loads, at owner's risk, booked from any station on the East Indian, the Bengal-Nagpur and the Great Indian Peninsula Railways (except from colliery stations situated in the Pench and Chanda Valleys) to any station on the Great Indian Peninsula Railway (except C. P., P. J. and D. B. Railways) and via are charged on the through distance at the scale of rates shown in paragraph 1, page 1.

(a) Unpacked coal of less than a wagon load will not be accepted for carriage unless charges for a full wagon load are paid. Consignments of Coal, and Patent Fuel less than a wagon load, when bagged, are charged over the Great Indian Peninsula Railway as shown below:—

(i) When booked at O. R. at 10 pies per ton per mile.

(ii) When booked at R. R. at 10 pies per ton per mile plus a terminal charge of 8 pies per maund in through booking.

(b) Coal, Coke and Patent Fuel booked at Railway Risk, when consigned in full wagon loads, will be charged 20 (twenty) per cent higher than the rate at owner's risk, no rebate of any kind being allowed.

(c) Basis for charge for Coal, Coke and Patent Fuel from the Pench and Chanda Valleys. See paragraph 8.

2. Surcharge on Coal, Coke and Patent Fuel.—(a) A surcharge of 12½ per cent of the existing total freight charges inclusive of terminals, transshipment and other extra charges, subject to a maximum rate of Re. 1-0-0 per ton, is leviable on Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways booked from stations on the East Indian and Bengal Nagpur Railways and lines worked by these Railways and Great Indian Peninsula Railway.

(b) Method of calculating Surcharge over Railways which adopt the E. I. and B. N. Railways' Coal scale and the G. I. P. Railway's Coal scale.—The Surcharge will be calculated as under:—

(i) Fractions of a rupee in the total of the charges at the existing rates (including terminals, transshipment and other charges) will be ignored, the 12½ per cent surcharge, subject to a maximum rate of Re. 1-0-0 per ton, being calculated on the rounded off rupees only.

(ii) The totals of the invoiced freight charges at the existing rates and the 12½ per cent surcharge, subject to a maximum rate of Re. 1-0-0 per ton, will be rounded off to the nearest anna in accordance with the existing rules, i. e. fractions of an anna of six pies or more shall be rounded off to an anna and the fractions of less than six pies shall be dropped.

(c) Method of calculating Surcharge over Railways which do not adopt the East Indian, Bengal Nagpur and Great Indian Peninsula Railways' Coal scale in through booking.—In through booking with Railways which have not adopted these scales, the 12½ per cent Surcharge, subject to a maximum rate of Re. 1-0-0 per ton, will be calculated on the total charges from the booking station to the junction station with the Railways which have not adopted these scales.

(d) The Surcharge is not leviable on soft Coke.

3. Surcharge cess on Soft Coke.—A Surcharge cess of Re. 0-2-0 per ton is levied on Soft Coke originating at Collieries situated in the Provinces of Bengal Bihar and Orissa, vide paragraph 9, page 3.

4. Terminals.—The following terminal charges are levied by this Railway on Coal, Coke and Patent Fuel:—

On Coal, Coke and Patent Fuel for the Public:— Rs. a. p.

(i) At the forwarding end when traffic is booked from 0 4 0 per ton. any station on the Great Indian Peninsula Railway.

(ii) At the receiving end 0 4 0 ..

On Coal, Coke and Patent Fuel for the use of the Great Indian Peninsula Railway and other Foreign Railways:— Rs. a. p.

At the forwarding end 0 2 0 per ton.

This terminal charge is not levied on cross traffic over the Great Indian Peninsula Railway, but is levied on Coal, Coke and Patent Fuel for the Public booked to stations on the Bombay Port Trust Railway reached via the Great Indian Peninsula Railway.

G. I. P. Ry.

5. List of collieries and colliery sidings.—The following collieries and colliery sidings are situated on the Great Indian Peninsula Railway and are served by the station shown against each:—

| Name of colliery and colliery siding. | Station served by. | Station at which traffic is invoiced. | Particulars of charges to be made for sidings which must be shown separately on invoices. |
|---------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ballarpur | Balharshah .. | Balharshah .. | On the distance from Chanda. |
| Chanda Siding to Messrs. Dewan Bahadur Ballabhdas & Sons Lalpetti collieries.* | Chanda .. | Chanda .. | Ditto. |
| Chanda Siding for Mahakali Coal Company.* | Chanda .. | Chanda .. | On the distance from Chadda. |
| Netra Manganese Co.'s Colliery Siding.* | Majri .. | Majri .. | On the distance from Majri for traffic in the down (i.e., towards Chanda) direction and on the distance arrived at by adding 1 mile to Majri distance for traffic in the up (i.e., towards Wardha) direction. |
| Rajur Siding | Rajur .. | Rajur .. | On the distance from Rajur. |
| Ghugus Colliery Siding to Pit No. 1. | Ghugus .. | Ghugus | On the distance from Chanda. Public coal when booked from Ghugus Colliery No. 1 Pit to Nos. 2 and 3 Pits is charged at a rate of Rs. 10 per wagon, OR, W-R, L. |
| Ghugus Colliery Siding to Pit Nos. 2 and 3. | | | |
| Pench valley— | | | |
| Barbatpur (a) | Barbatpur .. | Barbatpur .. | On the distance from Barbatpur. |
| Dhulara (a) | Ghoradongri | Ghoradongri | On the distance from Ghoradongri. |
| Tawa (a) | Dhodramohar | Dhodramohar | On the distance from Dhodramohar. |
| Amla (a) | Amla .. | Amla .. | On the distance from Amla. |
| Hirdagarh | Hirdagarh .. | Hirdagarh .. | On the distance from Hirdagarh. |
| Junnor Deo | Junnor Deo .. | Junnor Deo .. | On the distance from Junnor Deo. |
| Datla Siding belonging to (Messrs. Shaw Wallace & Co., at miles 584-3075 ft.)* | Do. .. | Do. .. | Ditto. |
| The Amalgamated Coal Fields Ltd. (Agents Messrs. Shaw Wallace & Co.), Bhamori (Jata Chappa) Colliery Siding at mile 594.* | Iklehra .. | Do. .. | Ditto. |
| Iklehra Siding * | Iklehra .. | Do. .. | Ditto. |
| Bhajipani Colliery Siding * | Do. .. | Do. .. | Ditto. |
| Jattachapa Colliery Siding * | Do. .. | Do. .. | Ditto. |
| Newton's Colliery Siding * | Do. .. | Do. .. | Ditto. |
| Parasia | Parasia .. | Do. .. | Ditto. |
| Wallace Pit Colliery Siding (Chandametta). | Do. .. | Do. .. | Ditto. |
| Messrs. B. P. Byramjee & Co.'s Colliery Siding at miles 590-3175 ft. on Amla Parasia Branch.* | Junnor Deo .. | Do. .. | Ditto. |

* These are Assisted Colliery Sidings.

(a) These are not Colliery Sidings but the names of Collieries.

G. I. P. Ry.

6. The following are the station-to-station rates for Coal, Coke and Patent Fuel for the Public at owner's risk, C. C., L., from the Pench Valley and Chanda-Balharshah collieries to the undermentioned stations:—

| From | To | Rate per ton.(a) |
|-------------------------------------------------------------------------|---------------------------------|------------------|
| | | Rs. a. p. |
| Chanda | Via Cawnpore Central Goods Shed | 8 7 0 |
| Ghugus | „ Agra Cant. | 8 7 0 |
| Balharshah | „ New Delhi | 9 5 0 |
| Majri | „ Cawnpore Central Goods Shed | 8 5 0 |
| | „ Agra Cant. | 8 5 0 |
| | „ New Delhi | 9 2 0 |
| Junor Deo, Iklehra, Parasia and siding's served via these stations | „ Cawnpore Central Goods Shed | 7 3 0 |
| | „ Agra Cant. | 7 3 0 |
| | „ New Delhi | 8 0 0 |
| Hirdagarh | „ Cawnpore Central Goods Shed | 7 3 0 |
| | „ Agra Cant. | 7 3 0 |
| | „ New Delhi | 8 0 0 |
| Via Parasia (b) for traffic from B. N. Railway Pench Valley Collieries. | „ Cawnpore Central Goods Shed | 6 15 0 |
| | „ Agra Cant. | 6 15 0 |
| | „ New Delhi | 7 12 0 |

Note.—These rates include the G. I. P. Railway terminal charge where leviable.

(a) For surcharge leviable in addition see paragraphs 2 and 3, page 676.

(b) In addition to the above rates a transshipment charge of Re. 0-6-10 per ton at Parasia will be levied.

7. Minimum weight for charge for Coal and Coke.—When steam, rubble slack and dust Coal and Coke are loaded in the following types of Great Indian Peninsula Railway wagons, except at colliery sidings on the East Indian Railway, freight must be charged on the minimum weight shown against each type. Wagons other than these are not suitable for loading coal and should not be used:—

| Type | Covered or Open | Marked carrying capacity | Minimum chargeable weight | | | |
|--------------------|-----------------------|--------------------------|---------------------------|------|------|------|
| | | | Coal | | Coke | |
| | | Tons | Tons | Cwts | Tons | Cwts |
| A/2 | Covered (I.R.C.A.) .. | 22 | 20 | 0 | 18 | 0 |
| A/6 | " " .. | 20 | 18 | 0 | 13 | 12 |
| A/7 | " " .. | 22 | 20 | 0 | 16 | 17 |
| CM/IRS | " " .. | 22 | 19 | 10 | 15 | 9 |
| C/2 | Open (I.R.C.A.) .. | 22 | 20 | 0 | 16 | 16 |
| BC/IRS (Bogie) .. | Covered .. | 43 | 39 | 0 | 29 | 8 |
| B/I | Covered (I.R.C.A.) .. | 22 | 20 | 0 | 15 | 9 |
| C/IRS | Covered .. | 22 | 20 | 0 | 15 | 9 |
| C | Open .. | 20 | 14 | 0 | 10 | 12 |
| XC/1 | Open (N.P.) .. | 23 | 19 | 9 | 14 | 3 |
| C/IS | Open .. | 22 | 19 | 13 | 14 | 6 |
| XC/4 | " .. | 16 | 10 | 9 | 8 | 4 |
| XC5 or C5 | " .. | 16 | 13 | 10 | 10 | 5 |
| XC5 or C5 | " .. | 20 | 13 | 10 | 10 | 5 |
| C/7 | " .. | 16 | 13 | 10 | 10 | 5 |
| C/7 | " .. | 20 | 13 | 10 | 10 | 5 |
| BO/IRS (Bogie) .. | " .. | 44 | 23 | 8 | 16 | 16 |
| BG | " .. | 40 | 36 | 11 | 25 | 10 |
| O/IRS | " .. | 22 | 19 | 13 | 14 | 7 |
| OM/IRS | " .. | 22 | 10 | 12 | 8 | 7 |
| BOC/IRS (Bogie) .. | " .. | 44 | 40 | 0 | 29 | 8 |
| CR/IRS | Covered .. | 21 | 19 | 0 | 17 | 0 |
| CR/IRS | " .. | 22 | 20 | 0 | 17 | 12 |
| CMR/IRS | " .. | 21 | 19 | 0 | 16 | 16 |
| XA/2 | " .. | 16 | 14 | 0 | 12 | 7 |
| XA/3 | " .. | 16 | 14 | 0 | 13 | 2 |
| A/4 | " .. | 16 | 14 | 0 | 12 | 7 |
| A/5 | " .. | 16 | 14 | 0 | 12 | 0 |
| A/6 | " .. | 16 | 14 | 0 | 13 | 12 |
| BG | " .. | 40 | 36 | 0 | 28 | 7 |
| B/4 | " .. | 16 | 14 | 0 | 12 | 7 |
| B/6 | " .. | 20 | 18 | 0 | 14 | 14 |

G. I. P. Ry.

8. (a) Coal, Coke and Patent Fuel from the Pench and Chanda Valleys.—Coal, Coke and Patent Fuel, for the Public and for the use of Railways in full wagon loads, at owner's risk, loading and unloading being done by consignors and consignees booked from Great Indian Peninsula Railway colliery stations in the Pench and Chanda Valleys including via Parasia (for traffic from Pench Valley Colliery stations on B. N. Railway) are charged over this Railway (except on D. B., C. P., P. J. and D. P. Railways) to stations on the G. I. P. Railway and via and B. B. & C. I. Railway and via at the following scale of rates:—

Pie per maund per mile.

- (1) For traffic carried for distances 250 miles and under:—
 For all distances up to 200 miles inclusive .. 0·165
 Plus for any distance in excess of 200 miles and up to 250 miles inclusive. 0·13
- (2) For traffic carried for distances over 250 miles and up to 400 miles inclusive:—
 For all distances up to 300 miles inclusive .. 0·11
 Plus for any distance in excess of 300 miles and up to 400 miles inclusive. 0·05

The rate for 251 miles calculated at the basis of charges shown under (2) will be applied differentially to distances less than 251 miles wherever cheaper.

Pie per maund per mile.

- (3) For traffic carried for distances over 400 miles:—
 For all distances up to 200 miles inclusive .. 0·15
 Plus for any distance in excess of 200 miles and up to 400 miles inclusive. 0·06
 Plus for any distance in excess of 400 miles .. 0·05

Note—For surcharge leviable in addition to these rates, see paragraph 2, page 676.

(b) The following are the names of Great Indian Peninsula Railway stations situated in the Pench and Chanda Valley Collieries:—

| Pench Valley. | Chanda Valley. |
|---------------|----------------|
| Dhodramohar | Majri |
| Barbatpur | Rajur |
| Ghoradongri | Tadali |
| Amla | Chanda |
| Hirdagarh | Ghugus |
| Junnor Deo | Balharshah |
| Iklehra | |
| Parasia | |

9. Loading and Unloading charges.—Loading and unloading must be done by senders and consignees. When it is necessary for the Railway Company to load or unload, an extra charge at the rate of Re. 0-9-1 per ton for each operation will be levied.

10. Transshipment charges.—The Great Indian Peninsula Railway levy the following transshipment charges on all Coal, Coke and Patent Fuel booked via the undermentioned Junctions. This is in addition to the transshipment charges levied by the other Railways at these Junctions, except where otherwise stated.

| Junction. | Railway forming the | Transshipment charge. |
|-------------------------------|--------------------------|-----------------------|
| | | Per ton. |
| | | Rs. a. p. |
| Via Poona .. | M. & S. M. Railway .. | 0 2 3 |
| „ Hotgi .. | | 0 2 3 |
| „ Manmad .. | | 0 2 3 |
| „ Khandwa .. | B. B. & C. I. Railway .. | 0 2 3 |
| „ Ujjain (for metre-gauge) .. | | 0 2 3 |
| „ Idgah (Agra) .. | | 0 2 3 |
| „ Kurdwadih .. | B. L. Railway .. | 0 2 3 |
| „ Gwalior .. | G. L. Railway .. | 0 2 3 |
| „ Ujjain .. | | 0 2 3 |
| „ Dholpur .. | D. B. Railway .. | 0 2 3 |

| Junctions. | Railway forming the Junction. | Transshipment charge. Per ton. Rs. a. p. |
|-----------------|-------------------------------|------------------------------------------------|
| Via Itwari .. | } B. N. Railway | 0 4 6 |
| „ Jubbulpore .. | | 0 5 0* |
| „ Parasia .. | | 0 6 10† |

* This charge is divided equally between the B. N. and G. I. P. Railways.

† This transshipment charge is not leviable at Parasia, on all Coal, Coke and Patent Fuel booked from East Barkahi colliery (on the B. N. Railway) as the Proprietor of this colliery has agreed to undertake the transshipment charge.

(i) Freight charges on Coal booked from Great Indian Peninsula Railway stations to Bombay Baroda and Central India Railway stations via Delhi Serai Rohilla are calculated on the distance via New Delhi. A transshipment charge of Re. 0-4-6 per ton due to the Great Indian Peninsula Railway is levied in addition.

11. East Indian Railway charge on Coal from Great Indian Peninsula Railway Stations and via to Bombay Baroda and Central India Railway Stations, via Cawnpore Central Goods Shed.—In calculating rates for Coal, Coke and Patent Fuel booked from stations on the Great Indian Peninsula Railway and via to stations on the Bombay Baroda and Central India Railway, via Cawnpore, Central Goods Shed, an extra 3 miles for the East Indian Railway must be added to the distances over the Great Indian Peninsula and Bombay Baroda and Central India Railways for the purpose of arriving at the through distance on which charges are to be computed.

(a) **Extra charge on Coal booked to Stations, south of Igatpuri passing over the Ghats.**—There are two Ghats on the Great Indian Peninsula Railway, viz., Thull Ghat (between Igatpuri and Kasara) and Bhore Ghat (between Karjat and Khandala). An extra charge of Re. 0-8-0 per ton as Ghat charge is levied in addition to the scale rate on all consignments of Coal, Coke and Patent Fuel booked from East Indian Railway stations to stations on the Great Indian Peninsula Railway, passing over either of the two Ghats. When however Coal consignments pass over both the Ghats, double the Ghat charge is levied, viz., Re. 1 per ton.

The following are the stations on the Great Indian Peninsula Railway involving Ghat charge at one place only:—

| | | |
|-------------------------------------------------------------------------------------------------|----------------|-----------|
| Bombay, Byculla, Wadi Bandar. | Mulund. | Karjat. |
| Bombay (Dadar) and via Dadar (for traffic to Bombay Baroda and Central India Railway stations). | Thana. | Khopoli. |
| Bombay (Sion). | Kalyan. | Titvala. |
| Kurla. | Dombivli. | Khadavli. |
| Ghatkopar. | Ambarbath. | Vasind. |
| Vikhroli. | Badlapur. | Asangaon. |
| Bhandup. | Vangani. | Atgaon. |
| | Neral and via. | Khardi. |
| | Bhivpuri Road. | Kasara. |

12. Out-Agencies.—Coal, Coke and Patent Fuel sent loose or in bulk, which are required to be loaded and unloaded by owners, cannot be booked to the Great Indian Peninsula Railway Out-Agencies.

13. Booking of Coal to Bombay.—Coal can be booked through to Bombay (Byculla Goods Depot), which is adjacent to the Bombay (Byculla) station, in Bombay. The rates and distances for charge will be those for Bombay.

All Coal, Coke and Patent Fuel for Bombay station on the Great Indian Peninsula Railway should be booked and invoiced to Bombay (Byculla) with the following exceptions:—

- (i) Consignments for the Mint Master, Bombay, should be booked and invoiced to Wadi Bandar.
- (ii) Consignments for the Transportation Department, Great Indian Peninsula Railway, should be booked and invoiced to Wadi Bandar.
- (iii) Consignments for the Military Secretary to His Excellency the Governor of Bombay should be booked and invoiced to Wadi Bandar.

G. I. P. Ry.

14. (a) **Rates for public Coal to Bombay and adjacent stations.**—The following are the through lump sum rates per ton Public Coal, Coke and Patent Fuel in full wagon loads, at owner's risk, from all Collieries served by the East Indian Railway to Bombay and stations in the vicinity of Bombay:—

| Route. | To Bombay.(a) | | | To Bombay (Dadar). | | |
|--------------|---------------|-----------------|-------------------|--------------------|-----------------|-------------------|
| | E. I. Ry. | G. I. P. Ry. | Total per ton. | E. I. Ry. | G. I. P. Ry. | Total per ton. |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Via Naini .. | 3 9 0 | 8 13 0 | †12 6 0 | 3 9 3 | 8 12 9 | †12 6 0 |

| Route. | To Bombay (Sion). | | | To Kurla. | | |
|--------------|-------------------|-----------------|-------------------|--------------|-----------------|-------------------|
| | E. I. Ry. | G. I. P. Ry. | Total per ton. | E. I. Ry. | G. I. P. Ry. | Total per ton. |
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Via Naini .. | 3 8 6 | 8 10 6 | 12 3 0 | 3 8 6 | 8 10 6 | 12 3 0 |

(a) The following stations are actually covered by the term Bombay (G. I. P. Railway) as far as Coal Traffic is concerned:—Byculla, Wadi Bunder (see paragraph 13) and stations on the Bombay Port Trust Railway reached by the G. I. P. Railway.

† The surcharge is not leviable.

N. B. (i) A surcharge of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition in all cases wherever due (except where otherwise specified.)

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

Note.—These rates include the E. I. Railway terminal charge Re. 0-4-0 per ton, the G. I. P. Railway terminal charge of Re. 0-4-0 per ton and the Ghat charge over the G. I. P. Railway.

(b) **Loco. Coal for the Great Indian Peninsula Railway**—Coal, Coke (except soft coke) and Patent Fuel for the use of the G. I. P. Ry. in full wagon loads at Owner's Risk, from all Collieries served by the East Indian Railway to Bombay is charged at the following lump sum through rate:—

| Route. | To Bombay. | | |
|-------------------|--------------|-----------------|-------------------|
| | E. I. Ry. | G. I. P. Ry. | Total per ton. |
| Via Naini | 3 9 0 | 8 9 0 | 12 2 0 |

Note.—These rates include the East Indian Railway terminal charge of Re. 0-4-0 per ton and the G. I. P. Railway Ghat charge of Re. 0-8-0 per ton.

(i) Coal for the use of Great Indian Peninsula Railway intended for Bombay must be booked to Wadi Bandar.

(ii) Coal for the use of Locomotive Foremen, Byculla should also be booked to Wadi bandar.

(iii) Coal for the use of Works Manager, Parel, should be booked to Parel (Great Indian Peninsula Railway). Rates as to Bombay apply.

(iv) Coal for the use of Controller of Stores, Parel, should be booked to Parel stores, Parel. Rates as to Bombay apply.

G. I. P. Ry.

15. List of sidings on the Great Indian Peninsula Railway.—The following are the sidings on the Great Indian Peninsula Railway. Unless otherwise stated, Coal, Coke and Patent Fuel in full wagon loads intended for these sidings must be invoiced to the station serving the siding. The extra charges shown against the respective sidings will be levied in addition to the rates to the station serving the siding, except where otherwise stated. The siding charges are locally recoverable by the Great Indian Peninsula Railway staff at the time of delivery except where otherwise mentioned.

| Name of sidings. | Stations served by. | Particulars of siding charges to be made over and above the rates to the station by which the siding is worked (column 2). |
|-----------------------------------------------------------------------------------------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Military Sidings. | | |
| Kirkee Arsenal and Ammunition Factory Siding. (a) | Kirkee | Rs. 5 per loaded vehicle. The consignments booked to these sidings must be the property of Government in the Army Department at the time of despatch and covered by Credit Notes. |
| Ghorpuri Troop Siding for exchange with M. & S. M. Railway. (a) | Poona | |
| Military Ghee Siding (a) | Agra Cant. | |
| Devlali Military Siding (a) | Devlali | |
| Gun carriage Factory Siding (a) | Jubbulpore | Rs. 5 per loaded wagon. |
| 2. Other Sidings. | | |
| Bhadup Railway Contractor's Siding. | Bhandup | Re. 1 per 4-wheeled loaded wagon and Rs. 2 for a loaded bogie, subject to a minimum of Rs. 7-8-0 per trip. |
| Asbestos Siding | Jukehi | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 4-8-0 per trip. |
| Nasik Distillery Siding | Nasik Road | Re. 1 per 4-wheeled and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 7-8-0 per trip. |
| Nasik Siding for the Security Press (which is an extension to the Distillery Siding at Nasik Road.) | Do. | Ditto. |
| Chinchpokli Gas Works Siding | Bombay (Byculla) | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per loaded bogie wagon, subject to a minimum charge of Rs. 6 per trip. |
| Godrej Siding at Currey Road | Do. | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 9 per trip. |
| The Primer Construction Co. Ltd. | Bhandup | Re. 1 per 4-wheeled wagon and Rs. 2 per bogie wagon subject to a minimum charge of Rs. 7-8-0 per trip. |
| Sahabad Cement Siding | Sahabad | Re. 1 per 4-wheeled and Rs. 2 per bogie loaded wagon in addition to rates to Shahabad, subject to a minimum charge of Rs. 5 per trip. |
| Sidings into the Narsingirji Manufacturing Co.'s Mills. | Sholapur | Re. 1 per 4-wheeled and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 2 per trip. |
| Sidings into Jam Shri Ranjit Sionji Mills. | Do. | Ditto. |
| Dharavi Siding for Adhra Valley Power Supply Co. | Bombay (Dadar) | For consignments in up direction, charges are made as for Bombay (Dadar) and in the case of consignments in the down direction as for Bombay (Sion). In addition to the above a siding charge of Rs. 5 per 4-wheeled wagon should be levied. |

(a) The siding charge in these cases must be entered on invoices in addition to the freight charges.

Note.—The term "trip" used in column 3 above is defined below:—

"A trip" comprises the journey of an engine from the station from which the siding takes off to the siding and back from the siding to the station.

| Name of sidings. | Stations served by. | Particulars of siding charges to be made over and above the rates to the station by which the siding is worked (column 2). |
|----------------------------------------------------------------------------------------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sidings into Vishnu Mills .. | Sholapur .. | Re. 1 per 4-wheeled and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 3 per trip. |
| Siding into Luxmi Mills .. | Do. .. | Re. 1 per 4-wheeled and Rs. 2 per bogie loaded wagon subject to a minimum of Rs. 2 per trip. |
| Siding into Sholapur Spinning and Weaving Mills. | Do. .. | Re. 1 per 4-wheeled and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 5 per trip. |
| Jalgaon Oil Mill Siding belonging to Mr. Mohamed Hossain. | Jalgaon .. | Re. 1 per 4-wheeled wagon and Rs. 2 per bogie wagon subject to a minimum charge of Rs. 2 per trip. |
| Siding into Khandesh Spinning and Weaving Mills. | Do. .. | No siding charge is made for consignments booked to the siding. |
| An extension of Railway Trap Siding for the Burmah Shell Oil Storage and Distributing Co., of India Ltd. | Do. .. | Re. 1 per 4-wheeled wagon and Rs. 2 per bogie wagon subject to a minimum charge of Rs. 2 per trip. This siding charge is levied locally by the staff and is not therefore shown on Invoices and Railway Receipts. |
| Katni Murwara Lime Sidings .. | Katni Murwara .. | Rs. 1-8-0 per wagon. No siding charges are levied over Chaturbhuj Siding. |
| (1) Chaturbhuj Siding .. | .... | .... |
| (2) Cowasjee's Siding .. | .... | .... |
| (3) Dunn's Siding .. | .... | .... |
| (4) Shukalji's (Sadhooram's) Siding. | .... | .... |
| (5) Cook's Siding No. 1 .. | .... | .... |
| (6) Cook's Siding No. 2 .. | .... | .... |
| Railway Siding at Chanda .. | Chanda .. | Rs. 2 per 4-wheeled wagon and Rs. 4 per loaded bogie wagon, subject to a minimum charge of Rs. 5 per trip. |
| Wardha Siding for the Bachhraj Factories Ltd. | Wardha .. | Re. 1 per 4-wheeled and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 2 per trip. |
| Nagpur Siding to Model Mills .. | Nagpur .. | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 6 per trip. |
| Ujjain Siding to Binod Mills .. | Ujjain .. | Rs. 3 per 4-wheeled wagon and double the charge for bogies in addition to rates to Ujjain. |
| Burmah Shell Oil Storage and Distributing Co. of India Ltd. | Do. .. | Ditto. |
| Madhonagar Freeganj Siding .. | Do .. | 2 pies per maund, subject to a maximum of Re. 1 per 4-wheeled wagon or per consignment if more than one is loaded in a wagon. The siding charge must be shown separately on Invoices and Railway Receipts. When a number of consignments booked to or one or more consignees are carried in a wagon the siding charge will be subject to a maximum of Re. 1 per consignment. |

Note.—See note on page 683.

| Name of sidings. | Stations served by. | Particulars of siding charges to be made over and above the rates to the station by which the siding is worked (column 2). |
|---------------------------------------------------------------------------------------------------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hindustan Construction Co's siding. | Vikhroli .. | Re 1 per 4—wheeled loaded wagon and Rs. 2 per bogie loaded wagons, subject to a minimum charge of Rs. 6 per trip. |
| Mulund—Siding to Messrs. Braithwaite & Co. (India) Ltd. and Messrs. Javerchand, Narotamdas & Co.* | Mulund .. | A siding charge of Rs. 5 per 4-wheeled and Rs. 10 per bogie loaded wagon, subject to a minimum charge of Rs. 15 per trip is levied in addition to rates to Mulund. |
| Banmor siding for Gwalior Cement Co. Siding. | Banmor .. | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 3 per trip. This siding charge is recovered in cash locally at Banmor and should not therefore be included as shown on Invoices. |
| Ujjain Siding for Hira Mills Ltd. | Ujjain .. | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per loaded bogie wagon subject to a minimum charge of Rs. 6 per trip. |
| Dombivli Siding | Dombivli .. | A siding charge of Rs. 5 per 4-wheeled and Rs. 10 per bogie wagon is levied in addition to rates to Dombivli. |
| Satna Siding | Satna .. | On traffic booked from stations in the direction of Naini charge is made on the distance to Satna and on traffic booked from stations in the direction of Jabulpore charge is made as to Jaitwar. |
| Chola Siding between Kalyan and Dombivli. . | Kalyan .. | Public traffic may be booked to this siding provided it is covered by a certificate signed by an Officer of G. I. P. Railway, Engineering Department to the effect that it is required in connection with the building of Chola Power House. Rates to Kalyan are chargeable plus a minimum of Rs. 5 per wagon siding charge subject to a minimum of Rs. 20 per shunting trip. |
| Katni Cement Siding .. | Katni .. | On coal traffic charge is calculated on the through distance up to the siding taking 3 miles as the distance for charge from Katni to Katni Cement siding. (The distance for charge from via Naini to Katni Cement siding is 170 miles). Traffic should be invoiced direct to Katni Cement siding. |
| C. P. Cement Company's Siding, Kymore. | Jukehi .. | Re. 1 per 4-wheeled wagon and Rs. 2 per bogie wagon in addition to Jukehi rates subject to a minimum charge of Rs. 12 per trip. Invoices to be issued to Jukehi station with the name of the siding. |
| Dyer's Stone Lime Co.'s Loop Siding. | Do. .. | Re. 1 per 4-wheeled loaded wagon or Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 3 per trip. |
| Katni Cement and Industrial Company's Siding, (a) | Do. .. | Rs. 3 per 4-wheeled wagon in addition to Jukehi rates. |
| Stores siding | Jhansi .. | Rs. 5 per 4—wheeled loaded wagon and Rs. 10 per bogie loaded wagon. |

(a) The siding charge in these cases must be entered on invoices in addition to the freight charges.

* The siding to Messrs. Javerchand Narotamdas & Co., is closed at present. Messrs. Asbestos Cement, Ltd., have been allowed to use the siding.

Note.—See note on page 683.

| Name of sidings. | Stations served by. | Particulars of siding charges to be made over and above the rates to the station by which the siding is worked (column 2). |
|-----------------------------------------------------------------------------|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The United Cement Co. of India "Mehgaon Siding." | Jukehi .. | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 9 per trip. |
| Asbestos Siding | Do. .. | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 4-8-0 per trip. In addition a charge of Rs. 4-13-0 per 4-wheeled wagon and Rs. 9-10-0 per bogie wagon is levied. |
| Diwan Lime Co.'s Siding .. | Do. .. | Re. 1 per 4-wheeled wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 3 per trip. An additional charge of Rs. 1-4-0 per 4-wheeled loaded wagon and Rs. 2-8-0 per bogie loaded wagon is levied. |
| Nahur Siding (a) | Bhandup .. | Re. 0-4-6 per ton in addition to rates to Bhandup. |
| Belapur Siding to Sugar Factory Siding | Belapur .. | Re. 1 per 4-wheeled wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 20 per trip. |
| Pachora Siding to Kelachand Devchand & Co.'s Press Factory. | Pachora .. | Re. 1 per 4-wheeled wagon and Rs. 2 per bogie wagon subject to a minimum charge of Rs. 3 per trip. |
| Badnera Siding to Berar Manufacturing Co.'s Mills. | Badnera .. | Re. 1 per 4-wheeled wagon and Rs. 2 per bogie wagon subject to a minimum of Rs. 2 per trip. |
| Vidarbha Mill Siding .. | Ellichpur .. | Re. 1 per loaded wagon subject to a minimum charge of Rs. 2 per trip. |
| Khamgaon Siding to Tyabjee's Press. | Khamgaon .. | Re. 1 per 4-wheeled wagon and Rs. 2 per bogie wagon subject to a minimum charge of Rs. 3 per trip. |
| Thana Siding into Bone Mill or Croft Mody's. | Thana .. | No siding charge is made. |
| Akola Siding to R. S. Rekhchand Gopaldas Mohota Spinning and Weaving Mills. | Akola .. | Re. 1 per 4-wheeled and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 5 per trip. |
| Shri Dauji Siding | Karwi .. | No siding charge is made. |
| Vikhroli—Carbon Products Company.†† | Vikhroli .. | Re. 1 per 4-wheeled wagon and double for a bogie, subject to a minimum charge of Rs. 8 per shunting trip will be made in addition to rates to Vikhroli. |
| Moth Quarry Siding .. | Moth.. .. | Rs. 5 per 4-wheeled loaded wagon and Rs. 10 per loaded bogie wagon. |

Note.—See note on page 683.

†† Closed.

| Name of sidings. | Stations served by. | Particulars of siding charges to be made over and above the rates to the station by which the siding is worked (column 2). |
|------------------------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Byculla Iron Works Siding .. | Wadi Bandar .. | Rs. 3 per 4-wheeled and Rs. 6 per bogie loaded wagon subject to a minimum charge of Rs. 9 per trip. Wagon card label to be prepared as under:— Byculla (Byculla Iron Works Siding) |
| Siding leading to Sir Ibrahim Rahimatulla's Bone Mills and Kanji Bone Mill between Thana and Mumbra. | Thana .. | No siding charge is made. |
| Kalyan Siding leading to the Nandlal Bhandari Mills. | Kalyan .. | Re. 1 per 4-wheeled and Rs. 2 per bogie wagon subject to a minimum charge of Rs. 6 per trip. |
| Bhivpuri Siding for Andhra Valley Power Supply Company | Bhivpuri Road .. | Re. 1 per 4-wheeled wagon and double the charge for bogies in addition to rates to Bhivpuri Road subject to a minimum charge of Rs. 26 per trip. |
| Khopoli Siding for Tata Hydro-Electric Power House. | Khopoli .. | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 9 per trip. |
| Amalner Siding into Pratab Spinning and Weaving Mills. | Amalner .. | Re. 1 per 4-wheeled loaded wagon and Rs. 2 per bogie loaded wagon subject to a minimum charge of Rs. 3 per trip. |
| Morar Road Siding to Gwalior Industrial City. §§ | Morar Road .. | Re 1 per 4-wheeled wagon and Rs. 2 per bogie subject to a minimum charge of Rs. 5 per trip. |
| Railway Siding at Mumbra .. | Mumbra .. | Rates to Mumbra should be culculated on the actual distance. No siding charge is made. |

Note.—See note on page 683.

§§ This siding is open for traffic to—

- (i) Jiyateerao Cotton Mills
- (ii) Motilal Agarwal Mills.

16. Booking of Coal via Dadar Jn.—Coal cannot be booked through via Dadar Jn. to or from station situated in the Island of Bombay south of Dadar.

17. Rate for Charcoal.—Charcoal at O. R., W/300, L. is charged at the C/Q schedule rate. Charcoal booked to Bombay Byculla Goods Depot must be bagged. Charcoal cannot be booked to Bombay (Wadi Bandar). Charcoal loose, if tendered for despatch must be booked to Coal Depot on the B. P. T. Railway. Consignments of loose Charcoal booked to Bombay (Byculla Goods Depot) are chargeable at the first class rate on the carrying capacity of the wagon used.

Special rates for Charcoal—

| From | To | Rate per wagon. | Condition. | Remarks. |
|---------------------------|---------------|-----------------|------------|-------------------------------------------------------------------------------------------------------|
| | | Rs. a. p. | | |
| Kareli .. | Via New Delhi | 152 0 0 | O R., | No charcoal fuel either loose or bagged, should be accepted for despatch to Dadar (G. I. P. Railway). |
| Bohani .. | Do. | 149 0 0 | W. R., L. | |
| Gadarvada .. | Do. | 148 0 0 | Do. | |
| Via Itwari or via Nagpur. | | | | |

18. Coke Breeze is charged over the G. I. P. Ry at the same rates as for coke.

G. I. P. Ry.

The following are the distances between the undermentioned Junctions and stations on the Great Indian Peninsula Railway.—

| Stations. | Distance. | | | | | | | |
|--------------------|-------------------|-----------|---------------------------------|----------------|------------|-------------|------------|-----------------------------|
| | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Bombay | 675 | 840 | 839 | 835 | 635 | 353 | 518 | 957 |
| Bombay (Dadar) (a) | 669 | 834 | 833 | 829 | 629 | 348 | 513 | 951 |
| Via Dadar (a) | 670 | 835 | 834 | 830 | 630 | 349 | 514 | 952 |
| Matunga †† | .. | .. | .. | .. | .. | .. | .. | .. |
| Bombay (Sion) | 667 | 832 | 831 | 827 | 627 | 345 | 510 | 949 |
| Kurla | 666 | 831 | 829 | 825 | 625 | 344 | 509 | 947 |
| Ghat Kopar | 663 | 828 | 827 | 823 | 623 | 341 | 506 | 945 |
| Vikhroli † | 661 | 826 | 826 | 821 | 621 | 340 | 505 | 943 |
| Bhandup | 658 | 823 | 822 | 818 | 618 | 337 | 502 | 940 |
| Mulund † | 656 | 821 | 821 | 816 | 616 | 335 | 500 | 938 |
| Thana | 654 | 819 | 818 | 814 | 614 | 333 | 498 | 936 |
| Dombivli †† | 645 | 810 | 810 | 805 | 605 | 323 | 488 | 927 |
| Kalyan | 642 | 807 | 806 | 802 | 602 | 320 | 485 | 924 |
| Ambernath | 646 | 811 | 811 | 806 | 606 | 324 | 489 | 928 |
| Badlapur | 650 | 815 | 814 | 810 | 610 | 329 | 494 | 932 |
| Vangani | 657 | 822 | 821 | 816 | 617 | 335 | 500 | 939 |
| Neral and via | 662 | 827 | 826 | 822 | 622 | 340 | 506 | 944 |
| Bhivpuri Road | 666 | 831 | 830 | 826 | 626 | 344 | 509 | 948 |
| Karjat (b) | 671 | 836 | 834 | 830 | 630 | 349 | 514 | 952 |
| Khopoli | 680 | 845 | 843 | 839 | 639 | 358 | 523 | 961 |
| Khandala § | 686 | 851 | 849 | 845 | 645 | 364 | 529 | 967 |
| Lonavla § | 688 | 853 | 852 | 848 | 648 | 366 | 531 | 970 |
| Malavli § | 693 | 858 | 857 | 853 | 653 | 371 | 536 | 975 |
| Karnshet § | 698 | 863 | 862 | 858 | 658 | 376 | 541 | 980 |
| Talegaon § | 706 | 871 | 870 | 866 | 666 | 385 | 550 | 988 |
| Shelarvadi \|\| | .. | .. | .. | .. | .. | .. | .. | .. |

(a) Public coal for Dadar must not be booked to Dadar Jn. which is merely a marshalling yard. Public coal should be booked to Bombay (Dadar) station G. I. P. which is open for Goods Booking.

(b) A Siding charge of Rs. 2 per wagon will be levied on coal consignments booked to these stations as wagons are unloaded at places other than the goods shed. This charge is recoverable locally.

† Open for coal traffic consigned to Mr. E. C. Nanji's Bone Mill and for Carbon Products Company only. Siding charge is leviable in addition. || Open for local booking only.

†† A siding charge of Rs. 10 per four-wheeled wagon and Rs. 20 per bogie wagon used must be levied in addition to the rates obtainable on the mileage shown against this station. This station is open for traffic in full wagon loads only booked to the siding served by the station.

‡ Open for the coal traffic consigned to Messrs. Braithwaite & Co. and Messrs. Javerchand, Narotamdas & Co. only. Siding charge is leviable in addition.

‡‡ Open for public goods traffic in wagon loads for delivery at the G. I. P. Railway Carriage and Wagon Workshops. For traffic in up direction, i.e., from Kalyan side rates as to Dadar are charged. Invoices will be issued to Matunga but will be accounted for at Dadar.

§ The distances shown against these stations are "via Kalyan," which route involves Ghat charge at two places.

The following are the distances between certain Junctions and these stations "via Manmad and Dhond" which route does not involve any Ghat charge:—

| Stations. | Via Naini. Miles. | Via Nagpur. Miles. |
|-----------|----------------------|-----------------------|
| Karnshet | 901 | 580 |
| Khandala | 914 | 593 |
| Lonavla | 911 | 590 |
| Malavli | 906 | 585 |
| Talegaon | 893 | 572 |

| Stations. | Distance. | | | | | | | | |
|------------------------|-----------|-------------------|-----------|---------------------------------|----------------|------------|-------------|------------|-----------------------------|
| | Via Wadi | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Chinchvad .. | .. | 717 | 882 | 881 | 877 | 677 | 396 | 561 | 999 |
| Kirkee .. | .. | 710 | 875 | 874 | 870 | 670 | 389 | 554 | 992 |
| Poona .. | .. | 707 | 872 | 871 | 867 | 667 | 386 | 551 | 989 |
| Via Poona Jn... | .. | 709 | 874 | 873 | 869 | 669 | 388 | 553 | 991 |
| Hadapsar .. | .. | 703 | 868 | 867 | 863 | 663 | 382 | 547 | 985 |
| Loni .. | .. | 696 | 861 | 860 | 856 | 656 | 375 | 540 | 978 |
| Uruli .. | .. | 689 | 854 | 853 | 849 | 649 | 368 | 533 | 971 |
| Yevat .. | .. | 681 | 846 | 845 | 841 | 641 | 360 | 525 | 963 |
| Kedgaon .. | .. | 673 | 838 | 837 | 833 | 633 | 352 | 517 | 955 |
| Patas .. | .. | 667 | 832 | 831 | 827 | 627 | 346 | 511 | 949 |
| Dhond and via | .. | 659 | 824 | 823 | 819 | 619 | 338 | 503 | 941 |
| Diksal .. | .. | 677 | 842 | 841 | 837 | 637 | 356 | 521 | 959 |
| Pomalvadi .. | .. | 688 | 853 | 852 | 848 | 648 | 367 | 532 | 970 |
| Jeur .. | .. | 706 | 871 | 870 | 866 | 666 | 385 | 550 | 988 |
| Kem .. | .. | 716 | 881 | 880 | 876 | 676 | 395 | 560 | 998 |
| Kurduwadi .. | .. | 727 | 892 | 891 | 887 | 687 | 406 | 571 | 1009 |
| Via Kurduwadi | .. | 727 | 892 | 891 | 887 | 687 | 406 | 571 | 1009 |
| Madha .. | .. | 737 | 902 | 901 | 897 | 697 | 416 | 581 | 1019 |
| Angar .. | .. | 745 | 910 | 909 | 905 | 705 | 424 | 589 | 1027 |
| Mohol .. | 114 | 756 | 921 | 920 | 916 | 716 | 435 | 600 | 1038 |
| Pakni* .. | 104 | 766 | 931 | 930 | 926 | 726 | 445 | 610 | 1048 |
| Sholapur .. | 93 | 776 | 941 | 940 | 936 | 736 | 455 | 620 | 1058 |
| Tikekarwadi .. | 89 | 781 | 946 | 946 | 941 | 741 | 460 | 625 | 1063 |
| Hotgi .. | 84 | 785 | 950 | 949 | 945 | 745 | 464 | 629 | 1067 |
| Via Hotgi .. | 84 | 785 | 950 | 949 | 945 | 745 | 464 | 629 | 1067 |
| Tilati .. | 78 | 791 | 956 | 955 | 951 | 751 | 470 | 635 | 1073 |
| Akalkot Road .. | 71 | 798 | 963 | 962 | 958 | 758 | 477 | 642 | 1080 |
| Dudhni .. | 54 | 815 | 980 | 979 | 975 | 775 | 494 | 659 | 1097 |
| Kulali .. | 48 | 821 | 986 | 983 | 981 | 781 | 500 | 667 | 1103 |
| Ghangapur .. | 40 | 830 | 995 | 994 | 990 | 790 | 509 | 674 | 1112 |
| Gulbarga .. | 23 | 846 | 1011 | 1010 | 1006 | 806 | 525 | 690 | 1128 |
| Shahabad .. | 7 | 863 | 1028 | 1027 | 1023 | 823 | 542 | 707 | 1145 |
| Wadi .. | .. | 869 | 1034 | 1033 | 1029 | 829 | 548 | 713 | 1151 |
| Via Wadi .. | .. | 869 | 1034 | 1033 | 1029 | 829 | 548 | 713 | 1151 |
| Wadi-Raichur Section.— | | | | | | | | | |
| Nalvar .. | 9 | 878 | 1043 | 1042 | 1038 | 838 | 557 | 722 | 1160 |
| Yadgiri .. | 25 | 893 | 1058 | 1057 | 1053 | 853 | 572 | 737 | 1175 |
| Narayanpeth Road .. | 39 | 908 | 1073 | 1072 | 1068 | 868 | 587 | 752 | 1190 |
| Krishna .. | 52 | 920 | 1085 | 1084 | 1080 | 880 | 599 | 764 | 1202 |
| Chiksugar .. | 57 | 926 | 1091 | 1090 | 1086 | 886 | 605 | 770 | 1208 |
| Yermaras .. | 62 | 930 | 1095 | 1094 | 1090 | 890 | 609 | 774 | 1212 |
| Raichur .. | 67 | 936 | 1101 | 1100 | 1096 | 896 | 615 | 780 | 1218 |
| Via Raichur .. | 67 | 936 | 1101 | 1100 | 1096 | 896 | 615 | 780 | 1218 |
| Titvala .. | .. | 635 | 800 | 799 | 795 | 595 | 313 | 478 | 917 |
| Khadavli .. | .. | 630 | 795 | 794 | 790 | 590 | 309 | 474 | 912 |
| Vasind .. | .. | 625 | 790 | 789 | 785 | 585 | 304 | 469 | 907 |
| Asangson .. | .. | 622 | 787 | 786 | 782 | 582 | 300 | 465 | 904 |

* Closed.

| Station | Distance | | | | | | | |
|------------------------------|-------------------|-----------|---------------------------------|----------------|------------|-------------|------------|-----------------------------|
| | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Atgaon | 616 | 781 | 780 | 776 | 576 | 294 | 459 | 898 |
| Khardi | 608 | 773 | 772 | 768 | 568 | 287 | 452 | 890 |
| Kasara | 600 | 765 | 764 | 760 | 560 | 278 | 443 | 882 |
| Igatpuri | 590 | 755 | 754 | 750 | 550 | 268 | 433 | 872 |
| Ghoti | 584 | 749 | 748 | 744 | 544 | 263 | 428 | 866 |
| Asvali | 575 | 740 | 738 | 734 | 534 | 253 | 418 | 856 |
| Devlali | 562 | 727 | 726 | 722 | 522 | 240 | 406 | 844 |
| Nasik Road | 559 | 724 | 722 | 718 | 518 | 237 | 402 | 840 |
| Odha | 551 | 716 | 715 | 711 | 511 | 230 | 395 | 833 |
| Khervadi | 547 | 712 | 711 | 707 | 507 | 225 | 390 | 829 |
| Kasbe Sukene | 543 | 708 | 708 | 703 | 503 | 221 | 386 | 825 |
| Niphad | 539 | 704 | 703 | 699 | 499 | 217 | 382 | 821 |
| Lasalgaon | 529 | 694 | 692 | 688 | 488 | 207 | 372 | 810 |
| Manmad | 513 | 678 | 677 | 673 | 473 | 192 | 357 | 795 |
| Via Manmad | 513 | 678 | 677 | 673 | 473 | 192 | 357 | 795 |
| Dhond-Manmad Section— | | | | | | | | |
| Ankai* | 522 | 687 | 686 | 682 | 482 | 201 | 366 | 804 |
| Yeola | 531 | 696 | 695 | 691 | 491 | 210 | 375 | 813 |
| Kopergaon | 540 | 705 | 704 | 700 | 500 | 219 | 384 | 822 |
| Kanhegaon | 550 | 715 | 714 | 710 | 510 | 229 | 394 | 832 |
| Puntamba | 554 | 719 | 718 | 714 | 514 | 233 | 398 | 836 |
| Chitali | 559 | 724 | 723 | 719 | 519 | 238 | 403 | 841 |
| Balapur | 567 | 732 | 731 | 727 | 527 | 246 | 411 | 849 |
| Lakh | 674 | 739 | 738 | 734 | 534 | 253 | 418 | 856 |
| Rahuri | 583 | 748 | 747 | 743 | 543 | 262 | 427 | 865 |
| Vambori | 591 | 756 | 755 | 751 | 551 | 270 | 435 | 873 |
| Vilad | 599 | 764 | 763 | 759 | 559 | 278 | 443 | 881 |
| Ahmadnagar | 608 | 773 | 772 | 768 | 568 | 287 | 452 | 890 |
| Sarola | 620 | 785 | 784 | 780 | 580 | 299 | 464 | 902 |
| Visapur | 630 | 795 | 794 | 790 | 590 | 309 | 474 | 912 |
| Belvandi | 638 | 803 | 802 | 798 | 598 | 317 | 482 | 920 |
| Pimpri | 647 | 812 | 811 | 807 | 607 | 326 | 491 | 929 |
| Dhond | .. | .. | .. | .. | .. | .. | .. | .. |
| Nandgaon (a) | 497 | 662 | 661 | 657 | 457 | 176 | 341 | 779 |
| Naydongri | 485 | 650 | 648 | 644 | 444 | 163 | 328 | 766 |
| Hirapur | 476 | 641 | 640 | 636 | 436 | 155 | 320 | 758 |
| Chalisgaon | 471 | 636 | 635 | 631 | 431 | 150 | 315 | 753 |
| Jamdhia | 480 | 645 | 644 | 640 | 440 | 159 | 324 | 762 |
| Rajmane | 488 | 651 | 650 | 646 | 446 | 165 | 330 | 768 |
| Srirud | 494 | 659 | 658 | 654 | 454 | 173 | 338 | 776 |
| Dhulia | 506 | 671 | 670 | 666 | 466 | 185 | 350 | 788 |
| Vaghli | 466 | 631 | 631 | 626 | 426 | 144 | 311 | 748 |
| Kajgaon | 459 | 624 | 623 | 619 | 419 | 138 | 303 | 741 |
| Galan | 450 | 615 | 614 | 610 | 410 | 128 | 293 | 732 |
| Pachora and via | 443 | 608 | 607 | 603 | 403 | 122 | 287 | 725 |

(a) A siding charge of Rs. 3 per wagon will be levied on consignments of coal, coke and patent fuel booked to this station as wagons are unloaded at places other than the goods shed. The charge is recoverable locally by the G.I.P. Railway staff. *Closed.

| Stations. | Distance. | | | | | | | |
|---------------------------------|-------------------|-----------|---------------------------------|----------------|------------|-------------|------------|-----------------------------|
| | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Maheji | 434 | 599 | 598 | 594 | 394 | 113 | 278 | 716 |
| Mhasavad | 427 | 592 | 591 | 587 | 387 | 105 | 270 | 709 |
| Jaigaon | 414 | 579 | 578 | 574 | 374 | 92 | 257 | 696 |
| Paldhi | 421 | 586 | 585 | 581 | 381 | 99 | 264 | 703 |
| Erandol Road | 433 | 598 | 597 | 593 | 393 | 111 | 276 | 715 |
| Amalner and <i>via</i> | 449 | 614 | 613 | 609 | 409 | 127 | 292 | 731 |
| Bhadli | 407 | 572 | 570 | 566 | 366 | 85 | 250 | 688 |
| Bhusaval | 399 | 564 | 563 | 559 | 359 | 77 | 242 | 681 |
| Varangaon | 407 | 572 | 570 | 566 | 366 | 85 | 234 | 688 |
| Bodwad | 418 | 583 | 581 | 577 | 377 | 96 | 223 | 699 |
| Malkapur | 430 | 595 | 594 | 590 | 390 | 108 | 211 | 712 |
| Biswa Bridge | 439 | 604 | 602 | 598 | 398 | 117 | 202 | 720 |
| Nandura | 447 | 612 | 611 | 607 | 407 | 126 | 194 | 729 |
| Jalamb | 455 | 620 | 619 | 615 | 415 | 133 | 186 | 737 |
| Khamgaon | 463 | 628 | 627 | 623 | 423 | 141 | 194 | 745 |
| Shegaon | 463 | 628 | 626 | 622 | 422 | 141 | 178 | 744 |
| Paras | 473 | 638 | 637 | 633 | 433 | 152 | 168 | 755 |
| Akola | 486 | 651 | 649 | 645 | 445 | 164 | 156 | 767 |
| Borgaon | 497 | 662 | 661 | 657 | 457 | 175 | 144 | 779 |
| Katepurna * | 502 | 667 | 666 | 662 | 462 | 181 | 139 | 784 |
| Murtajapur and <i>via</i> | 509 | 674 | 673 | 669 | 469 | 187 | 132 | 791 |
| Mana | 516 | 681 | 680 | 676 | 476 | 195 | 125 | 798 |
| Kuram | 517 | 682 | 680 | 676 | 476 | 203 | 117 | 798 |
| Badnera | 506 | 671 | 669 | 665 | 465 | 213 | 106 | 787 |
| Amraoti | 512 | 677 | 675 | 671 | 471 | 219 | 112 | 793 |
| Malkhed | 497 | 662 | 660 | 656 | 456 | 223 | 97 | 778 |
| Chandur | 488 | 653 | 651 | 647 | 447 | 231 | 88 | 769 |
| Dhamangaon | 478 | 643 | 641 | 637 | 437 | 241 | 78 | 759 |
| Talni * | 472 | 637 | 635 | .. | 431 | .. | .. | 753 |
| Pulgaon and <i>via</i> | 466 | 631 | 629 | 625 | 425 | 254 | 66 | 747 |
| Dahegaon | 456 | 621 | 619 | 615 | 415 | 264 | 56 | 737 |
| Wardha | 447 | 612 | 610 | 606 | 406 | 272 | 47 | 728 |
| Wardha-Balharshah Section.— | | | | | | | | |
| Sonegaon | 458 | 623 | 621 | 617 | 417 | 283 | 58 | 739 |
| Hinganghat | 468 | 633 | 631 | 627 | 427 | 293 | 68 | 749 |
| Nagri | 478 | 643 | 641 | 637 | 437 | 303 | 78 | 759 |
| Warora | 492 | 657 | 655 | 651 | 451 | 317 | 92 | 773 |
| Majri | 500 | 665 | 663 | 659 | 459 | 325 | 100 | 781 |
| Wun | 509 | 674 | 672 | 668 | 468 | 334 | 109 | 790 |
| Rajur | 513 | 678 | 676 | 672 | 472 | 338 | 113 | 794 |
| Bhandak | 506 | 671 | 663 | 665 | 465 | 331 | 106 | 787 |
| Tadali | 512 | 677 | 675 | 671 | 471 | 337 | 114 | 793 |
| Chanda | 521 | 686 | 684 | 680 | 480 | 346 | 121 | 802 |
| Ghugas | 522 | 687 | 685 | 681 | 481 | 349 | 122 | 803 |
| Balharshah and <i>via</i> | 530 | 695 | 693 | 689 | 489 | 355 | 130 | 811 |

* Not open for goods traffic.

| Stations. | Distance. | | | | | | | |
|--------------------------------|-------------------|-----------|---------------------------------|----------------|------------|-------------|------------|-----------------------------|
| | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Paunar | 439 | 604. | 602 | 598 | 398 | 281 | 139 | 720 |
| Sindi | 427 | 592 | 590 | 586 | 386 | 292 | 27 | 708 |
| Buti Bori | 415 | 580 | 578 | 574 | 374 | 304 | 15 | 696 |
| Gumgaon * | 411 | 576 | 574 | .. | 370 | 310 | 11 | 692 |
| Nagpur or Itwari | 398 | 563 | 561 | 557 | 357 | 321 | .. | 679 |
| Via Nagpur or via Itwari | 398 | 563 | 561 | 557 | 357 | 321 | .. | 679 |
| Duskheda | 395 | 560 | 558 | 554 | 354 | 73 | 247 | 676 |
| Savda | 389 | 554 | 553 | 549 | 349 | 68 | 252 | 671 |
| Nimbhora | 384 | 549 | 547 | 543 | 343 | 62 | 257 | 665 |
| Raver | 378 | 543 | 541 | 537 | 337 | 56 | 264 | 659 |
| Burhanpur | 365 | 530 | 529 | 525 | 325 | 43 | 276 | 647 |
| Chandni | 353 | 518 | 517 | 513 | 313 | 31 | 288 | 635 |
| Mandva | 345 | 510 | 509 | 505 | 305 | 23 | 296 | 627 |
| Dongargaon | 337 | 502 | 500 | 496 | 296 | 15 | 305 | 618 |
| Bagmar § | 329 | 494 | 493 | 489 | 289 | 7 | 304 | 611 |
| Khandwa | 322 | 487 | 486 | 482 | 282 | .. | 297 | 604 |
| Via Khandwa | 322 | 487 | 486 | 482 | 282 | .. | 297 | 604 |
| Mathela | 318 | 483 | 481 | 477 | 277 | 5 | 292 | 599 |
| Talvadya | 312 | 477 | 476 | 472 | 272 | 10 | 287 | 594 |
| Bir | 301 | 466 | 465 | 461 | 261 | 22 | 276 | 583 |
| Singaji | 295 | 460 | 458 | 454 | 254 | 28 | 269 | 576 |
| Harsud | 289 | 454 | 453 | 449 | 249 | 34 | 264 | 571 |
| Piplani § | 284 | 449 | 448 | 444 | 244 | 39 | 259 | 566 |
| Khirkiya | 279 | 444 | 442 | 438 | 238 | 44 | 253 | 560 |
| Bhiringi | 270 | 435 | 434 | 430 | 230 | 52 | 245 | 552 |
| Palasner † | 264 | 429 | 427 | 423 | 223 | 59 | 238 | 545 |
| Harda | 259 | 424 | 423 | 419 | 219 | 64 | 234 | 541 |
| Charkhera | 255 | 420 | 419 | 415 | 215 | 68 | 230 | 537 |
| Timarni | 250 | 415 | 414 | 410 | 210 | 73 | 225 | 532 |
| Pagdhal | 242 | 407 | 405 | 401 | 201 | 81 | 216 | 523 |
| Bnapura | 233 | 398 | 396 | 392 | 192 | 90 | 207 | 514 |
| Dharmkundi | 227 | 392 | 391 | 387 | 187 | 95 | 202 | 509 |
| Dulariya | 219 | 384 | 383 | 379 | 179 | 103 | 194 | 501 |
| Itarsi-Nagpur Chord.— | | | | | | | | |
| Kiratpur | 219 | 384 | 382 | 378 | 178 | 118 | 179 | 500 |
| Taku | 226 | 391 | 389 | 385 | 185 | 125 | 172 | 507 |
| Kala-Akar | 233 | 398 | 396 | 392 | 192 | 132 | 165 | 514 |
| Dhodramqhar | 242 | 407 | 405 | 401 | 201 | 141 | 156 | 523 |
| Barbatpur | 249 | 414 | 412 | 408 | 208 | 148 | 149 | 530 |
| Ghoradongri | 256 | 421 | 419 | 415 | 215 | 155 | 142 | 537 |
| Dharakhoh | 266 | 431 | 429 | 425 | 225 | 165 | 133 | 547 |
| Maramjhiri | 273 | 438 | 436 | 432 | 232 | 172 | 125 | 554 |
| Betul | 279 | 444 | 442 | 438 | 238 | 178 | 119 | 560 |
| Amia | 293 | 458 | 456 | 452 | 252 | 192 | 105 | 574 |
| Jambara | 302 | 467 | 465 | 461 | 261 | 201 | 114 | 583 |

* Closed for goods traffic (except in smalls).

† Closed.

§ Closed temporarily.

| Stations. | Distance. | | | | | | | |
|------------------------------------|-------------------|-----------|---------------------------------|----------------|------------|-------------|------------|-----------------------------|
| | Via Katol-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Itarsi-Nagpur Chord.— | | | | | | | | |
| Bordhai | 310 | 475 | 473 | 469 | 269 | 209 | 122 | 591 |
| Nawegaon | 320 | 485 | 483 | 479 | 279 | 219 | 132 | 601 |
| Hirdagarh | 329 | 494 | 492 | 488 | 288 | 228 | 141 | 610 |
| Junnor Eco | 335 | 500 | 498 | 494 | 294 | 234 | 148 | 616 |
| Iklehra | 343 | 508 | 506 | 502 | 302 | 242 | 156 | 624 |
| Parasia Jn. and via † .. | 347 | 512 | 510 | 506 | 306 | 246 | 159 | 628 |
| Jaulkhara | 300 | 465 | 463 | 459 | 259 | 199 | 98† | 581 |
| Multapi | 307 | 472 | 470 | 466 | 266 | 206 | 91† | 588 |
| Chichonda | 317 | 482 | 480 | 476 | 276 | 216 | 81† | 598 |
| Teegaon | 327 | 492 | 490 | 486 | 286 | 226 | 71† | 608 |
| Pandhurna | 333 | 498 | 496 | 492 | 292 | 232 | 65† | 614 |
| Narkher | 344 | 509 | 507 | 503 | 303 | 243 | 54† | 625 |
| Kalambha § | 353 | 518 | 516 | 512 | 312 | 252 | 45† | 634 |
| Katol | 360 | 525 | 523 | 519 | 319 | 259 | 38† | 641 |
| Metpanjra * | 365 | 530 | 528 | 524 | 324 | 264 | 33† | 646 |
| Kohli | 375 | 540 | 538 | 534 | 334 | 274 | 23† | 656 |
| Kalmeswar | 383 | 548 | 546 | 542 | 342 | 282 | 16† | 664 |
| Bharatwada * | 389 | 554 | 552 | 548 | 348 | 288 | 9† | 670 |
| Jubbulpore-Itarsi Section.— | | | | | | | | |
| Itarsi | 212 | 377 | 375 | 371 | 171 | 111 | 186 | 493 |
| Guarra | 205 | 370 | 382 | 378 | 178 | 117 | 193 | 500 |
| Bagra Town | 195 | 360 | 392 | 388 | 188 | 127 | 203 | 510 |
| Guramkhadi | 187 | 352 | 400 | 396 | 196 | 135 | 211 | 518 |
| Sohagpur | 187 | 346 | 406 | 402 | 202 | 142 | 217 | 524 |
| Pipariya | 170 | 335 | 417 | 413 | 213 | 153 | 228 | 535 |
| Bankhedi | 158 | 323 | 413 | 425 | 225 | 164 | 240 | 547 |
| Salichareka Road | 148 | 313 | 403 | 435 | 235 | 175 | 250 | 557 |
| Gadarvada | 137 | 304 | 394 | 444 | 244 | 183 | 259 | 566 |
| Bohani | 131 | 296 | 386 | 452 | 252 | 191 | 267 | 574 |
| Kareli | 122 | 287 | 377 | 462 | 262 | 201 | 277 | 584 |
| Narsinghpur | 112 | 277 | 367 | 472 | 272 | 211 | 287 | 594 |
| Karak Bel | 102 | 267 | 357 | 481 | 281 | 221 | 296 | 603 |
| Goteagaon | 92 | 257 | 347 | 483 | 291 | 230 | 306 | 605 |
| Bikrampur § | 85 | 250 | 340 | 476 | 298 | 238 | 313 | 598 |
| Bhitoni | 78 | 243 | 333 | 469 | 305 | 245 | 320 | 591 |
| Bheraghat | 70 | 235 | 325 | 461 | 313 | 253 | 328 | 583 |
| Madan Mahal | 62 | 227 | 317 | 453 | 322 | 262 | 337 | 575 |
| Jubbulpore | 59 | 224 | 314 | 450 | 324 | 263 | 339 | 572 |
| Via Jubbulpore | 59 | 224 | 314 | 450 | 324 | 263 | 339 | 572 |
| Deori | 48 | 213 | 304 | 439 | 335 | 274 | 350 | 561 |
| Gosalpur | 42 | 206 | 297 | 433 | 342 | 281 | 357 | 555 |
| Sihora Road | 35 | 200 | 290 | 426 | 348 | 287 | 363 | 549 |
| Dundi | 26 | 190 | 281 | 417 | 358 | 297 | 373 | 539 |

* Not yet opened.

† Coal, Coke and Patent Fuel from Pench Valley Collieries served by the B. N. Railway to stations on the G. I. P. Railway and via can be booked through via Parasia Jn.

‡ These distances also apply via Itwari.

§ Not open for coal in full wagon loads.

| Stations. | Distance. | | | | | | | | |
|-------------------------|-------------------|-----------|---------------------------------|----------------|------------|------------|-------------|------------|-----------------------------|
| | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Itarsi | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Sleemanabad Road .. | 20 | 184 | 275 | 411 | .. | 364 | 303 | 379 | 533 |
| Niwar .. | 11 | 175 | 266 | 402 | .. | 373 | 312 | 388 | 524 |
| Katni Cement Siding .. | .. | 170 | .. | .. | .. | .. | .. | .. | .. |
| Katni (a) .. | 2 | 167 | 258 | 393 | .. | 364 | 320 | 396 | 515 |
| Jukehi .. | 13 | 157 | 247 | 404 | .. | 375 | 330 | 406 | 526 |
| Amdara .. | 25 | 144 | 235 | 406 | .. | 387 | 343 | 419 | 524 |
| Bhadanpur .. | 33 | 136 | 227 | 394 | .. | 395 | 351 | 427 | 516 |
| Maihar .. | 42 | 128 | 219 | 386 | .. | 404 | 359 | 435 | 508 |
| Unchehra * .. | 50 | 119 | 210 | 371 | .. | 412 | 368 | 444 | 499 |
| Lagargaon § .. | 56 | 113 | 204 | 377 | .. | 418 | 374 | 450 | 493 |
| Satna .. | 63 | 106 | 197 | 364 | .. | 425 | 381 | 457 | 486 |
| Tikoree † .. | 69 | 101 | 191 | .. | .. | 431 | 387 | 463 | 480 |
| Jaitwar .. | 76 | 94 | 184 | 351 | .. | 436 | 393 | 469 | 473 |
| Chitahra .. | 85 | 84 | 175 | 342 | .. | 447 | 403 | 479 | 464 |
| Majhgawan .. | 89 | 81 | 171 | 338 | .. | 451 | 406 | 482 | 460 |
| Tikaria .. | 97 | 73 | 163 | 330 | .. | 459 | 414 | 490 | 452 |
| Markundi .. | 102 | 68 | 158 | 325 | .. | 464 | 419 | 495 | 447 |
| Bairahna § .. | 107 | 63 | 153 | 320 | .. | 469 | 424 | 500 | 442 |
| Manikpur .. | 112 | 58 | 148 | 315 | .. | 474 | 429 | 505 | 437 |
| Panhai .. | 119 | 51 | 156 | 323 | .. | 484 | 436 | 512 | 445 |
| Dabhaura .. | 126 | 44 | 162 | 329 | .. | 488 | 443 | 519 | 451 |
| Bargarh .. | 135 | 34 | 172 | 339 | .. | 497 | 453 | 529 | 461 |
| Shankargarh .. | 146 | 24 | 183 | 350 | .. | 528 | 463 | 538 | 472 |
| Lohgara .. | 152 | 18 | 189 | 356 | .. | 514 | 469 | 545 | 478 |
| Jasra .. | 159 | 10 | 196 | 363 | .. | 521 | 477 | 553 | 485 |
| Iradatganj * .. | 163 | 6 | 200 | 367 | .. | 525 | 481 | 557 | 489 |
| Naini and via .. | 169 | .. | 296 | 373 | .. | 531 | 487 | 563 | 495 |
| Powarkheda .. | 217 | 382 | 370 | 366 | 10 | 167 | 116 | 191 | 488 |
| Hoshangabad .. | 224 | 389 | 364 | 360 | 12 | 160 | 123 | 198 | 482 |
| Budni .. | 227 | 392 | 360 | 357 | 15 | 157 | 126 | 201 | 479 |
| Barkhera .. | 240 | 405 | 347 | 344 | 28 | 144 | 139 | 214 | 466 |
| Obaidulla Ganj .. | 247 | 412 | 340 | 337 | 35 | 137 | 146 | 221 | 459 |
| Mandi Dip .. | 258 | 421 | 332 | 328 | 44 | 128 | 155 | 230 | 450 |
| Misrod .. | 256 | 425 | 325 | 322 | 50 | 122 | 161 | 236 | 444 |
| Bhopal .. | 248 | 417 | 318 | 315 | 57 | 114 | 168 | 243 | 437 |
| Bhopal Ujjain Railway.— | | | | | | | | | |
| Bairagarh § .. | 255 | 424 | 325 | 321 | 64 | 108 | 175 | 250 | 443 |
| Phanda .. | 265 | 434 | 335 | 331 | 74 | 98 | 185 | 260 | 453 |
| Sehore Cantt. .. | 272 | 441 | 342 | 339 | 81 | 90 | 192 | 267 | 461 |
| Parbati .. | 281 | 450 | 351 | 347 | 90 | 82 | 201 | 276 | 469 |
| Kala Pipal .. | 290 | 459 | 360 | 357 | 99 | 73 | 210 | 285 | 479 |
| Shujaulpur .. | 298 | 467 | 368 | 364 | 107 | 64 | 218 | 293 | 486 |
| Akodia .. | 306 | 475 | 376 | 373 | 115 | 56 | 226 | 301 | 495 |
| Kali Sindh .. | 318 | 487 | 388 | 384 | 127 | 45 | 238 | 313 | 506 |
| Bercha .. | 325 | 494 | 395 | 391 | 134 | 38 | 245 | 320 | 513 |

(a) Closed.

Not yet opened for coal in full wagon loads.

† Not yet opened.

§ Closed temporarily.

| Stations. | Distance. | | | | | | | | |
|--------------------------------|-------------------|-----------|---------------------------------|----------------|------------|------------|-------------|------------|-----------------------------|
| | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Itarsi | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Bhopal Ujjain Railway.— | | | | | | | | | |
| Maksi .. | 337 | 506 | 407 | 403 | 146 | 26 | 257 | 332 | 525 |
| Tarana Road .. | 343 | 512 | 413 | 409 | 152 | 20 | 263 | 338 | 531 |
| Tajpur .. | 353 | 522 | 423 | 419 | 162 | 10 | 273 | 348 | 541 |
| Ujjain .. | 362 | 531 | 432 | 429 | 171 | .. | 282 | 357 | 551 |
| Via Ujjain .. | 362 | 531 | 432 | 429 | 171 | .. | 282 | 357 | 551 |
| Sukhi-Siwania * .. | 242 | 411 | 311 | .. | 64 | 121 | 175 | 250 | 430 |
| Dewanganj .. | 231 | 400 | 301 | 297 | 75 | 132 | 186 | 261 | 419 |
| Salamatpur .. | 226 | 395 | 295 | 292 | 80 | 137 | 191 | 266 | 414 |
| Sanchi .. | 221 | 390 | 290 | 287 | 85 | 142 | 196 | 271 | 409 |
| Bhilsa .. | 215 | 384 | 285 | 281 | 91 | 148 | 202 | 277 | 403 |
| Sumer .. | 207 | 376 | 276 | 273 | 99 | 156 | 210 | 285 | 395 |
| Gulabganj .. | 202 | 371 | 271 | 268 | 104 | 161 | 215 | 290 | 390 |
| Pabai .. | 196 | 365 | 265 | 262 | 110 | 167 | 221 | 296 | 384 |
| Ganj Basoda .. | 191 | 360 | 260 | 257 | 115 | 172 | 226 | 301 | 379 |
| Bareth .. | 185 | 354 | 254 | 251 | 121 | 178 | 232 | 307 | 373 |
| Kalhar .. | 179 | 348 | 249 | 245 | 127 | 184 | 238 | 313 | 367 |
| Bamora .. | 173 | 342 | 242 | 239 | 133 | 190 | 244 | 319 | 361 |
| Kurwai Kethora .. | 168 | 337 | 239 | 234 | 138 | 195 | 249 | 324 | 356 |
| Bina .. | 163 | 332 | 232 | 229 | 143 | 200 | 254 | 329 | 351 |
| Bina Baran Railway.— | | | | | | | | | |
| Mungaoli .. | 181 | 350 | 250 | 247 | 161 | 218 | 272 | 347 | 369 |
| Pipraigaon .. | 193 | 362 | 262 | 259 | 173 | 230 | 284 | 359 | 381 |
| Tukneri .. | 210 | 379 | 279 | 275 | 190 | 247 | 301 | 376 | 397 |
| Shahdauragaon .. | 219 | 388 | 288 | 285 | 199 | 256 | 310 | 385 | 407 |
| Pagara * .. | 229 | 398 | 298 | .. | 209 | 266 | 320 | 395 | 416 |
| Guna .. | 237 | 406 | 306 | 303 | 217 | 274 | 328 | 403 | 425 |
| Rothiai .. | 249 | 418 | 318 | 315 | 229 | 286 | 340 | 415 | 437 |
| Dharnaoda .. | 257 | 426 | 326 | 323 | 237 | 294 | 348 | 423 | 445 |
| Bhulon * .. | 267 | 436 | 336 | .. | 247 | 304 | 358 | 433 | 455 |
| Chhabra-Gugor .. | 274 | 443 | 343 | 340 | 254 | 311 | 365 | 440 | 462 |
| Salpura .. | 283 | 452 | 352 | 349 | 263 | 320 | 374 | 449 | 471 |
| Atru .. | 292 | 461 | 361 | 358 | 272 | 329 | 383 | 458 | 480 |
| Chajawa * .. | 302 | 471 | 371 | .. | 282 | 339 | 393 | 468 | 490 |
| Baran .. | 310 | 497 | 379 | 376 | 290 | 347 | 401 | 476 | 498 |
| Bijora .. | 318 | 487 | 387 | .. | 298 | 355 | 409 | 484 | 506 |
| Antah .. | 323 | 492 | 392 | 389 | 303 | 360 | 414 | 489 | 511 |
| Bhonra .. | 333 | 502 | 409 | 399 | 313 | 370 | 424 | 499 | 521 |
| Digod .. | 341 | 510 | 410 | .. | 321 | 378 | 432 | 507 | 520 |
| Kotah and via .. | 351 | 520 | 420 | 417 | 331 | 388 | 442 | 517 | 539 |
| Baghora .. | 157 | 326 | 239 | 235 | 149 | 206 | 260 | 335 | 357 |
| Khurai .. | 149 | 318 | 245 | 242 | 157 | 214 | 268 | 343 | 364 |
| Jeruwa Khara .. | 138 | 307 | 256 | 254 | 168 | 225 | 279 | 354 | 376 |
| Nariaoli .. | 128 | 297 | 267 | 264 | 178 | 235 | 289 | 364 | 386 |
| Saugor .. | 116 | 285 | 278 | 275 | 190 | 247 | 301 | 376 | 397 |
| Lidhora Khurd .. | 107 | 276 | 287 | 284 | 199 | 256 | 310 | 385 | 406 |

* Closed.

| Stations. | Distance. | | | | | | | | |
|-------------------------|-------------------|-----------|---------------------------------|----------------|------------|------------|-------------|------------|-----------------------------|
| | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Itarsi | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Ganeshganj | 93 | 262 | 301 | 299 | 213 | 270 | 324 | 399 | 421 |
| Patharia | 85 | 254 | 309 | 307 | 221 | 278 | 332 | 407 | 429 |
| Aslana § | 76 | 245 | 319 | 315 | 230 | 287 | 341 | 416 | 437 |
| Damoh | 68 | 237 | 326 | 323 | 238 | 295 | 349 | 424 | 445 |
| Bandukpur | 59 | 228 | 319 | 333 | 247 | 304 | 358 | 433 | 455 |
| Ghatera | 52 | 221 | 312 | 339 | 254 | 311 | 365 | 440 | 461 |
| Sagoni | 42 | 211 | 302 | 349 | 254 | 321 | 364 | 440 | 471 |
| Salaia | 31 | 200 | 291 | 361 | 243 | 332 | 353 | 429 | 483 |
| Rithi | 19 | 188 | 279 | 372 | 231 | 344 | 341 | 417 | 494 |
| Hardua | 10 | 179 | 270 | 382 | 222 | 353 | 332 | 408 | 504 |
| Katni-Murwara | .. | 169 | 260 | 391 | 212 | 362 | 322 | 398 | 513 |
| Via Katni Murwara | .. | 169 | 260 | 391 | 212 | 362 | 322 | 398 | 513 |
| Agasod | 168 | 329 | 227 | 224 | 148 | 205 | 259 | 334 | 346 |
| Karonda | 175 | 322 | 219 | 216 | 156 | 213 | 267 | 342 | 338 |
| Sagauria (a) | 175 | 319 | 216 | 213 | 160 | 217 | 271 | 346 | 335 |
| Dhaura | 184 | 313 | 210 | 207 | 165 | 222 | 276 | 351 | 320 |
| Jakhlaun | 191 | 306 | 203 | 200 | 172 | 229 | 283 | 358 | 322 |
| Lalitpur | 201 | 295 | 193 | 190 | 182 | 239 | 293 | 368 | 312 |
| Dailwara | 208 | 289 | 186 | 183 | 189 | 246 | 300 | 375 | 305 |
| Jakhaura | 214 | 282 | 180 | 177 | 195 | 252 | 306 | 381 | 299 |
| Bijrotha | 219 | 277 | 175 | 172 | 200 | 257 | 311 | 386 | 294 |
| Talbahat | 226 | 271 | 168 | 165 | 207 | 264 | 318 | 393 | 287 |
| Basai | 234 | 263 | 160 | 157 | 215 | 272 | 326 | 401 | 279 |
| Babina | 242 | 255 | 153 | 150 | 222 | 280 | 333 | 408 | 272 |
| Khajraha | 247 | 250 | 148 | 145 | 227 | 284 | 338 | 413 | 267 |
| Bijoli ‡ | 252 | 245 | 142 | 139 | 233 | 290 | 344 | 419 | 261 |
| Jhansi | 257 | 239 | 137 | 134 | 238 | 295 | 349 | 424 | 256 |
| Orcha | 264 | 232 | 144 | 141 | 245 | 302 | 356 | 431 | 263 |
| Barwa Sagar | 271 | 226 | 150 | 147 | 252 | 309 | 363 | 438 | 269 |
| Arjar | 274 | 220 | 156 | 153 | 258 | 315 | 369 | 444 | 275 |
| Teharka † | 267 | 213 | 164 | 161 | 265 | 322 | 376 | 451 | 283 |
| Ranipur Road | 260 | 206 | 172 | 167 | 272 | 329 | 383 | 458 | 289 |
| Mau Ranipur | 254 | 200 | 165 | 174 | 278 | 335 | 389 | 464 | 296 |
| Rora | 248 | 194 | 160 | 180 | 284 | 341 | 395 | 470 | 302 |
| Harpalpur | 241 | 187 | 153 | 187 | 291 | 348 | 402 | 477 | 309 |
| Ghuta † | 234 | 180 | 146 | 193 | 298 | 355 | 409 | 484 | 315 |
| Bela-Tal | 227 | 173 | 138 | 201 | 305 | 362 | 416 | 491 | 323 |
| Kulpahar | 221 | 167 | 133 | 206 | 311 | 368 | 422 | 497 | 328 |
| Mahoba | 208 | 154 | 120 | 219 | 324 | 381 | 435 | 510 | 341 |
| Kabrai | 194 | 140 | 106 | 233 | 337 | 394 | 448 | 523 | 355 |
| Mataundh | 187 | 133 | 99 | 240 | 345 | 402 | 456 | 531 | 362 |
| Banda | 175 | 121 | 86 | 253 | 357 | 414 | 468 | 543 | 375 |
| Dingwahi † | 168 | 114 | 92 | 259 | 364 | 421 | 475 | 550 | 381 |
| Khurhand | 163 | 109 | 98 | 265 | 369 | 426 | 480 | 555 | 387 |
| Atarra | 155 | 101 | 106 | 273 | 362 | 434 | 472 | 548 | 395 |

† Closed temporarily.

§ Not open for any description of traffic.

‡ Not open for through booking.

(a) Closed.

| Stations. | Distance. | | | | | | | | |
|---------------------------------------------------------------------|-------------------|-----------|---------------------------------|----------------|------------|------------|-------------|------------|-----------------------------|
| | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Itarsi | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Badausa | 149 | 95 | 111 | 278 | 356 | 440 | 465 | 542 | 400 |
| Bharatkup | 141 | 87 | 119 | 286 | 348 | 447 | 458 | 534 | 408 |
| Chitakot | 137 | 83 | 124 | 290 | 344 | 452 | 454 | 530 | 412 |
| Karwi | 132 | 78 | 129 | 296 | 339 | 457 | 449 | 525 | 418 |
| Bahilpurwa | 122 | 68 | 139 | 306 | 329 | 467 | 439 | 515 | 428 |
| Garhmau | 266 | 248 | 128 | 143 | 247 | 304 | 358 | 433 | 265 |
| Chirgaon | 277 | 259 | 117 | 153 | 258 | 315 | 369 | 444 | 275 |
| Nandkhas † | 284 | 267 | 110 | .. | 265 | 322 | 376 | .. | 283 |
| Moth | 292 | 274 | 103 | 168 | 272 | 329 | 383 | 458 | 290 |
| Erachh Road | 299 | 281 | 95 | 176 | 280 | 337 | 391 | 466 | 298 |
| Parauna § | 306 | 288 | 88 | 182 | 287 | 344 | 398 | 473 | 304 |
| Ait | 313 | 284 | 82 | 189 | 294 | 351 | 405 | 480 | 311 |
| Kunch | 322 | 293 | 91 | 198 | 303 | 360 | 414 | 489 | 320 |
| Orai | 323 | 269 | 66 | 204 | 309 | 366 | 420 | 495 | 326 |
| Ata | 313 | 250 | 57 | 214 | 319 | 376 | 430 | 505 | 336 |
| Kalpi | 302 | 248 | 45 | 225 | 330 | 387 | 441 | 516 | 347 |
| Chaunrah | 299 | 245 | 42 | 229 | 333 | 390 | 444 | 519 | 351 |
| Pokhrayan | 294 | 240 | 37 | 234 | 338 | 396 | 449 | 524 | 356 |
| Malasa § | 288 | 234 | 31 | 240 | 344 | 401 | 455 | 530 | 362 |
| Lalpur | 284 | 230 | 27 | 243 | 348 | 405 | 459 | 534 | 365 |
| Paman | 275 | 221 | 18 | 252 | 357 | 414 | 468 | 543 | 374 |
| Bhimsen | 266 | 212 | 10 | 262 | 366 | 423 | 477 | 552 | 384 |
| Juhi † | 258 | 204 | .. | 269 | 373 | 431 | 484 | 559 | 391 |
| Cawnpore Central Goods Shed. | 260 | 206 | .. | 271 | 375 | 433 | 486 | 562 | 393 |
| Via Cawnpore Central Goods Shed (E. I. and B. B. & C. I. Railways). | 260 | 206 | .. | 270 | 375 | 432 | 486 | 562 | 392 |
| Cawnpore-Banda Railway— | | | | | | | | | |
| Ichauli | 188 | 134 | 73 | 267 | 372 | 429 | 483 | 557 | 380 |
| Akona | 192 | 138 | 68 | 271 | 376 | 433 | 487 | 561 | 393 |
| Ragaul | 200 | 146 | 61 | 279 | 384 | 441 | 495 | 569 | 401 |
| Bharwa Sumerpur | 210 | 156 | 50 | 289 | 394 | 451 | 505 | 579 | 411 |
| Jumna South Bank | 217 | 163 | 44 | 296 | 401 | 458 | 512 | 586 | 418 |
| Hamirpur Road | 225 | 171 | 35 | 302 | 406 | 464 | 517 | 592 | 424 |
| Ghatampur | 234 | 180 | 26 | 293 | 397 | 455 | 508 | 583 | 415 |
| Ramsarai-Purwa § | 240 | 186 | 20 | 287 | 391 | 449 | 502 | 577 | 409 |
| Bidhnun | 242 | 194 | 13 | 280 | 384 | 442 | 495 | 570 | 402 |
| Karari | 264 | 247 | 144 | 127 | 245 | 302 | 356 | 431 | 249 |
| Datia | 273 | 255 | 152 | 118 | 254 | 311 | 365 | 440 | 240 |
| Sonagir | 280 | 262 | 159 | 111 | 261 | 318 | 372 | 447 | 233 |
| Kotra § | 286 | 268 | 165 | 106 | 266 | 324 | 377 | 452 | 228 |
| Dabra | 292 | 274 | 171 | 100 | 272 | 329 | 383 | 458 | 222 |
| Antri | 304 | 286 | 184 | 87 | 285 | 342 | 396 | 471 | 209 |
| Sithauli * | 312 | 295 | 192 | .. | 293 | 350 | 404 | 479 | 200 |
| Gwalior | 318 | 300 | 197 | 73 | 299 | 356 | 410 | 485 | 195 |
| Via Gwalior | 318 | 300 | 197 | 73 | 299 | 356 | 410 | 485 | 195 |

§ Closed temporarily.

* Closed.

† Booking of goods between Bombay and Juhi is not permissible.

| Stations. | Distance. | | | | | | | | |
|--------------------------------------|-------------------|-----------|---------------------------------|----------------|------------|------------|-------------|------------|-----------------------------|
| | Via Katni-Murwara | Via Naini | Via Cawnpore Central Goods Shed | Via Agra Cant. | Via Itarsi | Via Ujjain | Via Khandwa | Via Nagpur | Via Delhi and via New Delhi |
| | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles | Miles |
| Gwalior Agra Section— | | | | | | | | | |
| Morar Road .. | 319 | 302 | 199 | 72 | 300 | 357 | 411 | 486 | 194 |
| Banmor .. | 330 | 312 | 209 | 61 | 311 | 368 | 422 | 497 | 183 |
| Nurabad * .. | 333 | 316 | 213 | .. | 314 | 371 | 425 | 500 | 180 |
| Sank * .. | 336 | 319 | 217 | .. | 317 | 374 | 428 | 503 | 178 |
| Morena .. | 341 | 324 | 221 | 50 | 322 | 379 | 433 | 508 | 172 |
| Hetampur .. | 350 | 382 | 230 | 41 | 331 | 388 | 442 | 517 | 163 |
| Dholpur and via .. | 359 | 341 | 238 | 32 | 340 | 397 | 451 | 526 | 154 |
| Mania .. | 366 | 349 | 246 | 25 | 347 | 404 | 458 | 533 | 147 |
| Jajau .. | 375 | 357 | 255 | 16 | 356 | 413 | 467 | 542 | 138 |
| Bhandai .. | 385 | 387 | 264 | 6 | 366 | 423 | 477 | 552 | 128 |
| Agra Cantt. and via .. | 391 | 373 | 270 | .. | 371 | 429 | 482 | 557 | 122 |
| Idgah (Agra) † and via .. | 392 | 374 | 271 | .. | 372 | 430 | 483 | 558 | 123 |
| Belanganj .. | 394 | 376 | 273 | .. | 374 | 432 | 485 | 560 | 125 |
| Agra-Delhi Chord Railway— | | | | | | | | | |
| Rajaki Mandi † .. | .. | 375 | .. | .. | .. | .. | .. | .. | .. |
| Bilochpura .. | 394 | 376 | 273 | 3 | 374 | 432 | 485 | 560 | 119 |
| Runkuta § .. | 400 | 382 | 279 | .. | 380 | 438 | 491 | 566 | 113 |
| Kitiam .. | 406 | 388 | 285 | 15 | 386 | 444 | 497 | 572 | 108 |
| Farah .. | 413 | 395 | 292 | 22 | 393 | 451 | 504 | 579 | 101 |
| Bad § .. | 418 | 400 | 297 | 27 | 398 | 456 | 509 | 584 | 95 |
| Muttra Jn. and via .. | 424 | 406 | 303 | 33 | 404 | 462 | 515 | 590 | 90 |
| Chhatikra .. | 431 | 413 | 310 | 40 | 411 | 469 | 522 | 597 | 83 |
| Ajhaj .. | 437 | 419 | 316 | 46 | 417 | 475 | 528 | 603 | 76 |
| Chata .. | 444 | 426 | 323 | 53 | 424 | 482 | 535 | 610 | 70 |
| Kosi-Kalan .. | 450 | 432 | 329 | 59 | 430 | 488 | 541 | 616 | 63 |
| Sanket * .. | 456 | .. | 335 | .. | 436 | 494 | 547 | .. | 69 |
| Hodal .. | 458 | 440 | 337 | 67 | 438 | 496 | 549 | 624 | 55 |
| Sholaka .. | 461 | 446 | 343 | 73 | 444 | 502 | 555 | 630 | 49 |
| Rundhi .. | 471 | 453 | 350 | 80 | 451 | 509 | 562 | 637 | 43 |
| Palwal .. | 476 | 458 | 355 | 85 | 456 | 514 | 567 | 642 | 37 |
| Asoti .. | 483 | 465 | 362 | 92 | 463 | 521 | 574 | 649 | 30 |
| Ballabgarh .. | 490 | 472 | 369 | 99 | 470 | 528 | 581 | 656 | 24 |
| Faridabad .. | 494 | 476 | 373 | 103 | 474 | 532 | 585 | 660 | 19 |
| Tuglakabad .. | 501 | 483 | 380 | 110 | 481 | 539 | 592 | 667 | 12 |
| Okhla .. | 505 | 487 | 384 | 114 | 485 | 543 | 596 | 671 | 8 |
| Kilokri * .. | 506 | 488 | 386 | .. | 486 | 544 | 597 | 672 | 10 |
| Hazrat Nizamuddin (a) .. | 508 | 490 | 387 | 117 | 488 | 546 | 599 | 674 | 5 |
| Delhi Safdar Jung (a) .. | 513 | 495 | 392 | 122 | 493 | 551 | 604 | 679 | 1 |
| New Delhi (a) .. | 513 | 495 | 392 | 122 | 493 | 551 | 604 | 679 | 1 |
| Via New Delhi (a) .. | 513 | 495 | 392 | 122 | 493 | 551 | 604 | 679 | .. |
| Via Delhi Jn. (a) .. | 513 | 495 | 392 | 122 | 493 | 551 | 604 | 679 | .. |
| Hath-Samsabad .. | 406 | 388 | 286 | 15 | 386 | 444 | 497 | 572 | 137 |
| Bah .. | 438 | 420 | 318 | 47 | .. | 476 | 529 | 604 | 169 |
| Kasba Fatehabad .. | 417 | 399 | 297 | 26 | 397 | 455 | 508 | 583 | 148 |

* Closed.

† Not open for Coal traffic in through booking.

‡ Coal, Coke and Patent Fuel cannot be booked to Idgah (Agra) G. I. P. Railway.

(a) The Section Delhi to Kilokri (inclusive) has been taken over by the N. W. Railway. The G. I. P. Railway, however, have running powers over this length.

§ Closed temporarily.

| Station to | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|---------------------|--------|--------|-------------|-------------|----------------|------------|---------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ahmednagar ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | Via Naini. |
| Ait ... | 17 14 | 17 14 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | Via Cawnpore Central Goods Shed. |
| Akalkot Road ... | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | Via Naini. |
| Akodia ... | 9 11 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | " |
| Akola ... | 9 5 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | " |
| Amalner ... | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Ambarnath* | 12 3 | 12 3 | 12 6 | 12 6 | 12 6 | 12 8 | 12 6 | " |
| Amraoti ... | 9 0 | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | 9 2 | " |
| Asangoan* | 12 1 | 12 1 | 12 1 | 12 1 | 12 3 | 12 3 | 12 3 | " |
| Asvali ... | 11 2 | 11 4 | 11 4 | 11 4 | 11 4 | 11 7 | 11 4 | " |
| Atarra ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 5 | 7 5 | 7 5 | " |
| Babina ... | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | 8 5 | " |
| Badausa ... | 7 0 | 7 3 | 7 3 | 7 3 | 7 3 | 7 5 | 7 3 | " |
| Badnera ... | 9 0 | 9 0 | 9 0 | 9 2 | 9 2 | 9 2 | 9 2 | " |
| Baghora ... | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | " |
| Bah ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | Via Agra Cantt. |
| Balharshah ... | 9 2 | 9 2 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | Via Asansol and Nagpur. |
| Via Balharshah' | 8 14 | 8 14 | 9 1 | 9 1 | 9 1 | 9 3 | 9 1 | " |
| Ballabgarh ... | 9 2 | 9 2 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | Via Agra Cantt. |
| Banda ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | 7 7 | Via Naini. |
| Bandukpur ... | 8 0 | 8 0 | 8 3 | 8 3 | 8 3 | 8 5 | 8 3 | " |
| Banmor ... | 8 9 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 12 | " |
| Baran ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Barkhera ... | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | " |
| Belapur ... | 11 2 | 11 2 | 11 4 | 11 4 | 11 4 | 11 7 | 11 4 | " |
| Bercha ... | 9 14 | 10 0 | 10 0 | 10 0 | 11 0 | 10 2 | 10 0 | " |
| Betul ... | 9 0 | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | 9 2 | " |
| Bhadli ... | 10 0 | 10 0 | 10 2 | 10 2 | 10 2 | 10 5 | 10 2 | " |
| Bhandup* | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 8 | 12 8 | " |
| Bharwa Sumerpur ... | 7 7 | 7 9 | 7 9 | 7 9 | 7 9 | 7 12 | 7 9 | " |
| Bhilsa ... | 9 2 | 9 2 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Bhitoni ... | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | " |
| Bhopal ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | " |
| Bhusaval ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 2 | " |
| Bikrampur ... | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | 8 5 | " |
| Bina ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | " |
| Bir ... | 9 11 | 9 11 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | " |
| Biswa Bridge ... | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 14 | " |
| Bodwad ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Borgaon ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | " |
| Burhanpur ... | 10 2 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Chalisgaon ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | " |
| Chandur ... | 8 14 | 8 14 | 9 0 | 9 0 | 9 0 | 9 2 | 9 0 | Via Asansol and Nagpur. |
| Charkhera ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | Via Naini. |
| Chinchvad ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charges at these rates subject to the maximum rate of Re. 1-0-0 per ton is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

| Station to | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhadka | Jainti Siding | Route |
|---------------------|----------|--------------------------------------|---------------|-----------|---------|--------|---------------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ahmednagar ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | 11 9 | Via Naini. |
| Ait ... | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 14 | Via Cawnpore Central Goods Shed. |
| Akalkot Road ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 4 | Via Naini. |
| Akodia ... | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | " |
| Akola ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 9 | " |
| Amalner ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | 10 7 | " |
| Ambarnath* ... | 12 3 | 12 3 | 12 3 | 12 1 | 12 1 | 12 1 | 12 6 | " |
| Amraoti ... | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 9 2 | " |
| Asangoan* ... | 12 1 | 12 1 | 12 1 | 11 15 | 11 15 | 11 15 | 12 3 | " |
| Asvalli ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 7 | " |
| Atarra ... | 7 0 | 7 3 | 7 3 | 7 0 | 7 0 | 7 0 | 7 0 | " |
| Babina ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | " |
| Badamsa ... | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | " |
| Badnera ... | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | 8 14 | 9 2 | " |
| Baghora ... | 8 12 | 8 12 | 8 12 | 8 9 | 8 9 | 8 9 | 8 12 | " |
| Bah ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | Via Agra Cantt. |
| Balharshah ... | 9 2 | 9 2 | 9 2 | 9 0 | ... | 9 0 | 9 5 | Via Asansol and Nagpur. |
| Via Balharshah ... | 8 14 | 8 14 | 8 14 | 8 12 | ... | 8 12 | 9 1 | " |
| Ballabgarh ... | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 0 | 9 2 | Via Agra Cantt. |
| Banda ... | 7 3 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | Via Naini. |
| Bandukpur ... | 8 0 | 8 0 | 8 0 | 7 14 | 7 14 | 7 14 | 8 0 | " |
| Banmor ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 7 | 8 9 | 8 9 | " |
| Baran ... | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | " |
| Barkhera ... | 9 5 | 9 5 | 9 5 | 9 2 | 9 2 | 9 2 | 9 5 | " |
| Belapur ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 4 | " |
| Bercha ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Betul ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 5 | " |
| Bhadli ... | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 2 | " |
| Bhandup* ... | 12 3 | 12 3 | 12 6 | 12 3 | 12 3 | 12 3 | 12 8 | " |
| Bharwa Sumerpur ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | " |
| Bhilsa ... | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Bhitoni ... | 8 3 | 8 3 | 8 3 | 8 0 | 8 0 | 8 0 | 8 0 | " |
| Bhopal ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Bhusaval ... | 9 14 | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 10 2 | " |
| Bikrampur ... | 8 3 | 8 2 | 8 3 | 8 3 | 8 0 | 8 3 | 8 3 | " |
| Bina ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 9 | 8 12 | 8 12 | " |
| Bir ... | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | 9 11 | " |
| Biswa Bridge ... | 9 9 | 9 9 | 9 11 | 9 9 | 9 9 | 9 9 | 9 14 | " |
| Bodywad ... | 9 11 | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 10 0 | " |
| Borgaon ... | 9 5 | 9 5 | 9 5 | 9 2 | 9 2 | 9 2 | 9 7 | " |
| Burhanpur ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 2 | 10 2 | " |
| Chalisgaon ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 11 | " |
| Chandur ... | 8 14 | 8 14 | 8 14 | 8 12 | ... | 8 12 | 9 0 | Via Asansol and Nagpur. |
| Charkhera ... | 9 5 | 9 5 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | Via Naini. |
| Chinchvad ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 7 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 699.

| Station to | Karmatar | Sitarampur | Shamdh | Kulti | Barakar | Mugma | Mugma West | Route |
|---------------------|----------|------------|--------|--------|---------|--------|------------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ahmednagar ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | Via Naini. |
| Ait ... | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 9 | 7 9 | Via Cawnpore Central Goods Shed. |
| Akalkot Road ... | 12 4 | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | Via Naini. |
| Akodla ... | 9 11 | 9 9 | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Akola ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Amalner ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Ambarnath* ... | 12 6 | 12 1 | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | " |
| Amraoti ... | 9 2 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Asangoan* ... | 12 3 | 11 15 | 12 1 | 11 15 | 12 1 | 12 1 | 12 1 | " |
| Asvali ... | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Atarra ... | 7 3 | 7 0 | 7 0 | 6 14 | 6 14 | 6 14 | 6 14 | " |
| Babina ... | 8 3 | 8 0 | 8 3 | 8 8 | 8 0 | 8 0 | 8 0 | " |
| Badajura ... | 7 0 | 6 14 | 7 0 | 6 14 | 6 14 | 6 14 | 6 14 | " |
| Badnera ... | 9 2 | 8 14 | 9 0 | 8 14 | 9 0 | 9 0 | 9 0 | " |
| Baghora ... | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | 8 7 | 8 7 | " |
| Bah ... | 8 12 | 8 9 | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | Via Agra Cantt. |
| Balharshah ... | 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | Via Asansol and Nagpur. |
| Via Balharshah ... | 9 1 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Ballabgarh ... | 9 2 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | Via Agra Cantt. |
| Banda ... | 7 5 | 7 3 | 7 3 | 7 0 | 7 0 | 7 0 | 7 0 | Via Naini. |
| Bandukpur ... | 8 0 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | " |
| Banmor ... | 8 9 | 8 7 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | " |
| Baran ... | 9 14 | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Barkhera ... | 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 5 | " |
| Belapur ... | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Bercha ... | 9 14 | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | " |
| Betul ... | 9 2 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | " |
| Bhadli ... | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Bhandup* ... | 12 8 | 12 3 | 12 3 | 12 3 | 12 3 | 12 6 | 12 6 | " |
| Bharwa Sumerpur ... | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | " |
| Bhilsa ... | 9 2 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | " |
| Bhitoni ... | 8 3 | 8 0 | 8 0 | 8 0 | 7 14 | 7 14 | 7 14 | " |
| Bhopal ... | 9 5 | 9 2 | 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | " |
| Bhusaval ... | 10 2 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Bikrampur ... | 8 3 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | " |
| Bina ... | 8 12 | 8 9 | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | " |
| Bir ... | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | " |
| Biswa Bridge ... | 9 14 | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | 9 11 | " |
| Bodwad ... | 10 0 | 9 11 | 9 14 | 9 11 | 9 11 | 9 14 | 9 14 | " |
| Borgaon ... | 9 7 | 9 2 | 9 5 | 9 2 | 9 2 | 9 5 | 9 5 | " |
| Burhanpur ... | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Chalisgaon ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Chandur ... | 9 0 | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | Via Asansol and Nagpur. |
| Charkhera ... | 9 7 | 9 5 | 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | Via Naini. |
| Chinchvad ... | 12 7 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 699.

| Station to | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-----------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|--------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ahmednagar | 11 7 | 11 9 | 11 4 | 11 14 | 11 14 | 11 14 | 11 9 | Via Naini. |
| Ait | 7 9 | 7 7 | 7 7 | 7 14 | 7 14 | 7 14 | 7 14 | Via Cawnpore Central Goods Shed. |
| Akalkot Road | 12 2 | 12 4 | 12 0 | 12 9 | 12 9 | 12 9 | 12 2 | Via Naini. |
| Akodia | 9 0 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Akola | 9 7 | 9 7 | 9 2 | 9 11 | 9 11 | 9 14 | 9 7 | " |
| Amalner | 10 5 | 10 7 | 10 2 | 10 11 | 10 11 | 10 11 | 10 7 | " |
| Ambarnath* | 12 3 | 12 6 | 12 1 | 12 10 | 12 10 | 12 10 | 12 3 | " |
| Amraoti | 9 0 | 9 2 | 8 14 | 9 7 | 9 7 | 9 7 | 9 2 | " |
| Asangoan* | 12 1 | 12 1 | 11 15 | 12 8 | 12 8 | 12 8 | 12 1 | " |
| Asvali | 11 4 | 11 4 | 11 2 | 11 9 | 11 9 | 11 11 | 11 4 | " |
| Atarra | 6 14 | 6 12 | 6 12 | 7 3 | 7 3 | 7 3 | 7 3 | " |
| Babina | 8 0 | 7 14 | 7 14 | 8 5 | 8 5 | 8 5 | 8 5 | " |
| Badausa | 6 14 | 6 12 | 6 12 | 7 3 | 7 3 | 7 3 | 7 3 | " |
| Badnera | 9 0 | 9 0 | 8 14 | 9 7 | 9 7 | 9 7 | 9 0 | " |
| Baghora | 8 7 | 8 5 | 8 7 | 8 12 | 8 12 | 8 14 | 8 12 | " |
| Bah | 8 7 | 8 7 | 8 7 | 8 14 | 8 14 | 8 14 | 8 12 | Via Agra Cantt. |
| Balharshah | 9 2 | 9 5 | 9 0 | 9 9 | 9 9 | 9 9 | 9 2 | Via Asansol and Nagpur. |
| Via Balharshah | 8 14 | 9 1 | 8 12 | 9 5 | 9 5 | 9 5 | 8 14 | " |
| Ballabgarh | 8 14 | 8 12 | 8 12 | 9 2 | 9 2 | 9 2 | 9 2 | Via Agra Cantt. |
| Banda | 7 0 | 6 14 | 6 14 | 7 5 | 7 5 | 7 5 | 7 5 | Via Naini. |
| Bandukpur | 7 12 | 7 9 | 7 12 | 8 0 | 8 0 | 8 3 | 8 0 | " |
| Banmor | 8 5 | 8 5 | 8 5 | 8 12 | 8 12 | 8 12 | 8 9 | " |
| Baran | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Barkhera | 9 0 | 8 14 | 9 0 | 9 5 | 9 5 | 9 7 | 9 5 | " |
| Belapur | 11 2 | 11 4 | 11 0 | 11 9 | 11 9 | 11 9 | 11 4 | " |
| Bercha | 9 11 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Betul | 9 2 | 9 2 | 9 0 | 9 7 | 9 7 | 9 9 | 9 2 | " |
| Bhadli | 10 0 | 10 2 | 9 14 | 10 7 | 10 7 | 10 7 | 10 0 | " |
| Bhandup* | 12 6 | 12 8 | 12 3 | 12 12 | 12 12 | 12 12 | 12 6 | " |
| Bharwa Sumerpur | 7 5 | 7 3 | 7 3 | 7 9 | 7 9 | 7 9 | 7 9 | " |
| Bhilsa | 8 14 | 8 12 | 8 12 | 9 2 | 9 2 | 9 2 | 9 2 | " |
| Bhitoni | 7 14 | 7 12 | 7 12 | 8 3 | 8 3 | 8 3 | 8 3 | " |
| Bhopal | 9 2 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Bhusaval | 10 0 | 10 2 | 8 14 | 10 7 | 10 7 | 10 7 | 10 0 | " |
| Bikrampur | 7 14 | 7 14 | 7 14 | 8 5 | 8 5 | 8 5 | 8 3 | " |
| Bina | 8 7 | 8 7 | 8 7 | 8 14 | 8 14 | 8 14 | 8 12 | " |
| Bir | 9 7 | 9 5 | 9 7 | 9 11 | 9 11 | 9 14 | 9 11 | " |
| Biswa Bridge | 9 11 | 9 14 | 9 9 | 10 2 | 10 2 | 10 2 | 10 2 | " |
| Bodwad | 9 14 | 10 0 | 9 11 | 10 5 | 10 5 | 10 5 | 9 14 | " |
| Borgaon | 9 5 | 9 7 | 9 2 | 9 11 | 9 11 | 9 11 | 9 5 | " |
| Burhanpur | 9 14 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 2 | " |
| Chalisgaon | 10 9 | 10 9 | 10 5 | 10 14 | 10 14 | 10 14 | 10 9 | " |
| Chandur | 8 14 | 9 0 | 8 12 | 9 5 | 9 5 | 9 5 | 8 14 | Via Asansol and Nagpur. |
| Charkhera | 9 2 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | Via Naini. |
| Chinchvad | 12 4 | 12 4 | 12 2 | 12 11 | 12 11 | 12 11 | 12 4 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

Nota.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 699.

| Station to | Toposi | Singarani | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|---------------------|--------|-----------|--------|---------|----------|----------|-----------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ahmednagar ... | 11 7 | 11 9 | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | Via Naini. |
| Alt ... | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 14 | 7 14 | Via Cawnpore Central Goods Shed. |
| Akalkot Road ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | Via Naini. |
| Akodla ... | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | " |
| Akola ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 7 | 9 7 | " |
| Amalner ... | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Ambarnath* ... | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 6 | 12 6 | " |
| Amraoti ... | 9 0 | 9 2 | 9 0 | 9 0 | 9 0 | 9 2 | 9 2 | " |
| Asangoan* ... | 12 1 | 12 1 | 12 1 | 12 1 | 12 1 | 12 1 | 12 3 | " |
| Asvati ... | 11 4 | 11 4 | 11 4 | 11 4 | 11 2 | 11 4 | 11 4 | " |
| Atarra ... | 7 3 | 7 3 | 7 0 | 7 0 | 7 0 | 7 3 | 7 3 | " |
| Babina ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | " |
| Badausa ... | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 3 | " |
| Badnera ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | " |
| Baghora ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 9 | 8 12 | 8 12 | " |
| Bah ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | Via Agra Cantt. |
| Balharshah ... | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | 9 5 | Via Asansol and Nagpur. |
| Via Balharshah ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 1 | 9 1 | " |
| Ballabgarh ... | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 2 | 9 2 | Via Agra Cantt. |
| Banda ... | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 5 | 7 3 | Via Naini. |
| Bandukpur ... | 8 0 | 8 0 | 8 0 | 8 0 | 7 14 | 8 0 | 8 0 | " |
| Banmor ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | " |
| Baran ... | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 9 14 | 9 14 | " |
| Barkhera ... | 9 5 | 9 5 | 9 5 | 9 2 | 9 2 | 9 5 | 9 5 | " |
| Belapur ... | 11 2 | 11 4 | 11 2 | 11 2 | 11 2 | 11 4 | 11 4 | " |
| Bercha ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | " |
| Betuli ... | 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 2 | 9 2 | " |
| Bhadli ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 2 | " |
| Bhandup* ... | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 8 | " |
| Bharwa Sumerpur ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 9 | " |
| Bhilai ... | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 2 | 9 2 | " |
| Bhitoni ... | 8 3 | 8 3 | 8 3 | 8 0 | 8 0 | 8 3 | 8 3 | " |
| Bhopal ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | " |
| Bhusaval ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | " |
| Bikrampur ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | " |
| Bina ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | " |
| Bir ... | 9 11 | 9 11 | 9 11 | 9 11 | 9 9 | 9 11 | 9 11 | " |
| Biswa Bridge ... | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | " |
| Bodwad ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | " |
| Borgaon ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | " |
| Burhanpur ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | " |
| Chalisgaon ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Chandur ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | Via Asansol and Nagpur. |
| Charkhera ... | 9 5 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | Via Naini |
| Chinchvad ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 2 | 12 4 | 12 7 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 629.

| Station to | Rajhara | Rajhara Siding | Chandrapura | Berno | Ranchi Road | Barkakana | Bhurkunda Siding | Ray | Route |
|---------------------|---------|----------------|-------------|--------|-------------|-----------|------------------|--------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Ahmednagar ... | 11 7 | 11 9 | 11 7 | 11 9 | 11 4 | 11 4 | 11 4 | 11 7 | Via Naini. |
| Alt ... | 6 12 | 6 12 | 7 7 | 7 7 | 7 12 | 7 9 | 7 9 | 7 7 | Via Cawnpore Central Goods Shed. |
| Akalkot Road ... | 12 2 | 12 2 | 12 2 | 12 4 | 12 0 | 12 0 | 12 0 | 12 2 | Via Naini. |
| Akodla ... | 8 12 | 8 12 | 9 5 | 9 7 | 9 9 | 9 9 | 9 9 | 9 5 | " |
| Akola ... | 9 14 | 9 14 | 9 5 | a9 7 | †9 2 | 9 2 | 9 2 | 9 7 | " |
| Amalner ... | 9 9 | 9 11 | 10 5 | 10 7 | 10 2 | 10 2 | 10 2 | 10 5 | " |
| Ambarnath* ... | 11 8 | 11 8 | 12 3 | 12 6 | 12 1 | 12 1 | 12 1 | 12 3 | " |
| Amraoti ... | 9 11 | 9 11 | 9 0 | a9 2 | †8 14 | 8 14 | 8 14 | 9 0 | " |
| Asangoan* ... | 11 6 | 11 6 | 12 1 | 12 1 | 11 15 | 11 12 | 11 15 | 12 1 | " |
| Asvalli ... | 10 9 | 10 9 | 11 2 | 11 4 | 11 10 | 11 10 | 11 2 | 11 4 | " |
| Atarra ... | 6 7 | 6 7 | 6 12 | 6 12 | 6 14 | 6 14 | 6 14 | 6 12 | " |
| Babina ... | 7 3 | 7 3 | 7 12 | 7 14 | 8 0 | 8 0 | 8 0 | 7 12 | " |
| Badausa ... | 6 7 | 6 7 | 6 10 | 6 12 | 6 14 | 6 14 | 6 14 | 6 10 | " |
| Badnera ... | 9 11 | 9 11 | 9 0 | a9 0 | †8 14 | 8 14 | 8 14 | 9 0 | " |
| Baghora ... | 7 9 | 7 9 | 8 5 | 8 7 | 8 9 | 8 7 | 8 7 | 8 5 | " |
| Bah ... | 7 9 | 7 12 | 8 5 | 8 7 | 8 9 | 8 9 | 8 7 | 8 5 | Via Agra Cantt. |
| Balharshah ... | †9 14 | †9 14 | ... | a9 5 | †9 0 | ... | †9 0 | †9 2 | Via Asansol and Nagpur. |
| Via Balharshah ... | †9 10 | †9 10 | ... | a9 1 | †8 12 | ... | †8 12 | †8 14 | " |
| Ballaigarh ... | 8 0 | 8 0 | 8 12 | 8 12 | 9 0 | 8 14 | 8 14 | 8 12 | Via Agra Cantt. |
| Banda ... | 6 7 | 6 7 | 6 14 | 6 14 | 7 0 | 7 0 | 7 0 | 6 14 | Via Naini. |
| Bandukpur ... | 6 14 | 6 14 | 7 9 | 7 12 | 7 14 | 7 12 | 7 12 | 7 9 | " |
| Banmor ... | 7 7 | 7 9 | 8 3 | 8 5 | 8 7 | 8 7 | 8 5 | 8 3 | " |
| Baran ... | 8 12 | 8 12 | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 5 | " |
| Barkhera ... | 8 3 | 8 3 | 8 14 | 8 14 | 9 2 | 9 0 | 9 0 | 8 14 | " |
| Belapur ... | 10 7 | 10 9 | 11 2 | 11 4 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Bercha ... | 8 12 | 8 14 | 9 7 | 9 9 | 9 11 | 9 11 | 9 9 | 9 7 | " |
| Betul ... | 8 7 | 8 7 | 9 2 | a9 2 | †8 14 | 8 14 | 9 0 | 9 2 | " |
| Bhadli ... | 9 5 | 9 7 | 10 0 | 10 2 | 9 14 | 9 14 | 9 14 | 10 0 | " |
| Bhandup* ... | 11 10 | 11 10 | 12 6 | 12 6 | 12 3 | 12 1 | 12 3 | 12 6 | " |
| Bharwa Sumerpur ... | 6 7 | 6 7 | 7 0 | 7 3 | 7 5 | 7 5 | 7 5 | 7 0 | " |
| Bhilsa ... | 8 0 | 8 0 | 8 12 | 8 12 | 9 0 | 8 14 | 8 14 | 8 12 | " |
| Bhitoni ... | 7 0 | 7 0 | 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 7 12 | " |
| Bhopal ... | 8 5 | 8 5 | 9 0 | 9 0 | 9 2 | 9 2 | 9 2 | 8 14 | " |
| Bhusaval ... | 9 5 | 9 5 | 10 0 | 10 0 | 9 14 | 9 11 | 9 14 | 10 0 | " |
| Bikrampur ... | 7 0 | 7 0 | 7 12 | 7 14 | 8 0 | 8 0 | 7 14 | 7 12 | " |
| Bina ... | 7 9 | 7 12 | 8 5 | 8 7 | 8 9 | 8 9 | 8 7 | 8 5 | " |
| Bir ... | 8 9 | 8 9 | 9 5 | 9 7 | 9 9 | 9 7 | 9 7 | 9 5 | " |
| Bliswa Bridge ... | 9 9 | 9 9 | ... | a9 11 | †9 9 | ... | 9 9 | 9 11 | " |
| Bodwad ... | 9 7 | 9 7 | ... | a9 14 | †9 11 | ... | 9 11 | 9 14 | " |
| Borgaon ... | 10 0 | 10 0 | ... | a9 5 | †9 2 | ... | 9 2 | 9 5 | " |
| Burhanpur ... | 9 0 | 9 0 | 9 11 | 9 14 | 10 0 | 10 0 | 9 14 | 9 11 | " |
| Chalisgaon ... | 9 14 | 9 14 | 10 7 | 10 9 | 10 5 | 10 5 | 10 5 | 10 7 | " |
| Chandur ... | †9 9 | †9 8 | ... | a8 14 | †8 12 | ... | †8 12 | 8 14 | Via Asansol and Nagpur. |
| Charkhera ... | 9 5 | 8 5 | 9 0 | 9 0 | 9 2 | 9 2 | 9 2 | 9 0 | Via Naini. |
| Chinchvad ... | 11 9 | 11 9 | 12 4 | 12 4 | 12 2 | 12 0 | 12 2 | 12 4 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates apply via Barkakana and Nagpur.

(a) This rate apply via Chandrapura and Nagpur.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 699.

| Station to | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|------------------------------------------------|--------|--------|-------------|-------------|----------------|------------|---------|-----------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dabra ... | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 9 | 8 7 | Via Naihi. |
| Damoh ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 3 | " |
| Devlali ... | 11 2 | 11 2 | 11 2 | 11 4 | 11 4 | 11 4 | 11 4 | " |
| Dhamangaon ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | Via "Asansol and Nagpur. |
| Dholpur ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 12 | Via Agra Cantt |
| Via Dholpur (for Dholpur-State Ry. stations).§ | 8-10-3 | 8-10-3 | 8-10-3 | 8-10-3 | 8-10-3 | 8-12-3 | 8-10-3 | " |
| Dhond ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | Via Naihi. |
| Via Dhond† | 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | 11 12 | 11 12 | " |
| Dhulia ... | 10 11 | 10 11 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | " |
| Dombivli*(a) | 12 3 | 12 3 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | " |
| Duskheda ... | 10 0 | 10 0 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | " |
| Erandol Road ... | 10 2 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Faridabad ... | 9 2 | 9 2 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | Via Agra Cantt. |
| Gadarvada ... | 8 9 | 8 9 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | Via Naihi. |
| Gulbarga ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | " |
| Guna ... | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | " |
| Gwalior ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | 8 12 | " |
| Via Gwalior (for G. L. Ry. stations).§ | 8-7-3 | 8-7-3 | 8-7-3 | 8-7-3 | 8-7-3 | 8-10-3 | 8-10-3 | " |
| Hadapsar ... | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | Via "Cawnpore Central Goods Shed. |
| Hamirpur Road ... | 7 9 | 7 5 | 7 9 | 7 9 | 7 9 | 7 12 | 7 9 | Via Naihi. |
| Harda ... | 9 7 | 9 2 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Harpalpur ... | 7 12 | 7 9 | 7 14 | 7 14 | 7 14 | 8 0 | 7 14 | " |
| Harsud ... | 9 9 | 9 7 | 9 11 | 9 11 | 9 11 | 9 14 | 9 11 | " |
| Hinganghat ... | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | Via "Asansol and Nagpur. |
| Hodal ... | 8 14 | 8 12 | 9 0 | 9 0 | 9 0 | 9 2 | 9 0 | Via Agra Cantt. |
| Hosangabad ... | 9 2 | 9 0 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | Via Naihi. |
| Hotgi ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | " |
| Via Hotgi (for M. & S. M. Ry. stations).§ | 12-2-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-5-3 | 12-5-3 | " |
| Igatpuri ... | 11 4 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | " |
| Itarsi ... | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | 9 2 | " |
| Jalgaon ... | 10 0 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 2 | " |
| *Jamdha ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | 10 11 | " |
| Jaur ... | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | " |
| Jhansi ... | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | 8 5 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transhipment charge which must be levied in addition, where due.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

(a) Dombivli station itself is not open for the receipt of Coal traffic. Coal, Coke and Patent Fuel may be booked to the siding served by Dombivli station. The siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 699.

| Station to | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|------------------------------------------------|----------|------------------------------------|---------------|-----------|---------|--------|---------------|-------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dabra ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | Via Naini. |
| Damoh ... | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | " |
| Devali ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 4 | Via " Asansol and |
| Dhamangaon ... | 8 12 | 8 12 | 8 12 | 8 12 | ... | 8 12 | 9 0 | Nagpur. |
| Dholpur ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | Via Agra Cantt. |
| Via Dholpur (for Dholpur-State Ry. stations).§ | 8-7-3 | 8-7-3 | 8-7-3 | 8-7-3 | 8-7-3 | 8-7-3 | 8-7-3 | " |
| Dhond ... | 11 11 | 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 12 0 | Via Naini. |
| Via Dhond† | 11 7 | 11 7 | 11 10 | 11 7 | 11 7 | 11 7 | 11 12 | " |
| Dhulia ... | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 14 | " |
| Dombivli*(a) | 12 3 | 12 3 | 12 3 | 12 1 | 12 1 | 12 1 | 12 6 | " |
| Duskheda ... | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 2 | " |
| Erandol Road | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 7 | " |
| Faridabad ... | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 0 | 9 2 | Via Agra Cantt. |
| Gadarvada ... | 8 9 | 8 9 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | Via Naini. |
| Gulbarga ... | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 12 0 | " |
| Guna ... | 9 5 | 9 5 | 9 5 | 9 2 | 9 2 | 9 2 | 9 5 | " |
| Gwalior ... | 8 7 | 8 7 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | " |
| Via Gwalior (for G. I. Ry. stations)§ | 8-5-3 | 8-5-3 | 8-7-3 | 8-5-3 | 8-5-3 | 8-5-3 | 8-5-3 | " |
| Hadapsar ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 4 | Via " Cawnpore |
| Hamirpur Road | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | Central Goods |
| Harda ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | Shed. |
| Harpalpur ... | 7 12 | 7 12 | 7 12 | 7 9 | 7 9 | 7 9 | 7 12 | Via Naini. |
| Harsud ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Hinganghat ... | 8 12 | 8 12 | 8 12 | 8 9 | ... | 8 9 | 8 14 | Via " Asansol and |
| Hodal ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | Nagpur. |
| Hosangabad ... | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 0 | 9 2 | Via Agra Cantt. |
| Hotgi ... | 12 2 | 12 2 | 12 4 | 12 2 | 12 2 | 12 2 | 12 7 | Via Naini. |
| Via Hotgi (for M. & S. M. Ry. stations).§ | 12-0-3 | 12-0-3 | 12-2-3 | 12-0-3 | 12-0-3 | 12-0-3 | 12-5-3 | " |
| Igatpuri ... | 11 4 | 11 4 | 11 4 | 11 4 | 11 2 | 11 4 | 11 9 | " |
| Itarsi ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Jalgaon ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 5 | " |
| Jamdhia ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 11 | " |
| Jeur ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 4 | " |
| Jhansi ... | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, where due.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

(a) Dombivli station itself is not open for the receipt of Coal traffic. Coal, Coke and Patent Fuel may be booked to the siding served by Dombivli station. The siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 699.

| Station to | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|------------------------------------------------|----------|------------|---------|--------|---------|--------|------------|------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dabra ... | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | Via Naini. |
| Damoh ... | 8 0 | 7 14 | 8 0 | 7 14 | 7 14 | 7 14 | 7 14 | " |
| Devali ... | 11 4 | 11 0 | 11 2 | 11 0 | 11 2 | 11 2 | 11 2 | " |
| Dhamangaon ... | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | Via Asansol and Nagpur. |
| Dholpur ... | 8 9 | 8 7 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | Via Agra Cantt. |
| Via Dholpur (for Dholpur-State Ry. stations).§ | 8-7-3 | 8-5-3 | 8-7-3 | 8-5-3 | 8-5-3 | 8-5-3 | 8-5-3 | " |
| Dhond ... | 12 0 | 11 11 | 11 14 | 11 11 | 11 11 | 11 14 | 11 14 | Via Naini. |
| Via Dhond† | 11 12 | 11 7 | 11 10 | 11 7 | 11 7 | 11 10 | 11 10 | " |
| Dhulia ... | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | " |
| Dombivli*(a) | 12 6 | 12 1 | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | " |
| Duskheda ... | 10 2 | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Erandol Road ... | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | " |
| Faridabad ... | 9 2 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | Via Agra Cantt. |
| Gadarvada ... | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | Via Naini. |
| Gulbarga ... | 12 0 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | " |
| Guna ... | 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | " |
| Gwalior ... | 8 9 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | " |
| Via Gwalior (for G. I. Ry. stations).§ | 8-7-3 | 8-5-3 | 8-5-3 | 8-3-3 | 8-3-3 | 8-3-3 | 8-3-3 | " |
| Hadapsar ... | 12 4 | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | Via " Cawnpore Central Goods Shed. |
| Hamirpur Road ... | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | Via Naini. |
| Harda ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 2 | 9 2 | " |
| Harpalpur ... | 7 12 | 7 9 | 7 9 | 7 9 | 7 9 | 7 7 | 7 9 | " |
| Harsud ... | 9 9 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Hinganghat ... | 8 14 | 8 9 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | Via " Asansol and Nagpur. |
| Modal ... | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | Via Agra Cantt. |
| Hosangabad ... | 9 2* | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | Via Naini. |
| Hotgi ... | 12 7 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | " |
| Via Hotgi (for M. & S. M. Ry. stations).§ | 12-5-3 | 12-0-3 | 12-0-3 | 12-0-3 | 12-0-3 | 12-2-3 | 12-2-3 | " |
| Igatpuri ... | 11 7 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | " |
| Itarsi ... | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Jalgaon ... | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Jamdhia ... | 10 11 | 10 7 | 10 9 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Jeur ... | 12 4 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Jhansi ... | 8 3 | 8 0 | 8 0 | 7 14 | 7 14 | 7 14 | 7 14 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transhipment charge which must be levied in addition, where due.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

(a) Dombivli station itself is not open for the receipt of Coal traffic. Coal, Coke and Patent Fuel may be booked to the siding served by Dombivli station. The siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 699.

G. I. P. Ry.

| Station to | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardihi & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|------------------------------------------------|-------------|---------|--------------------------------------------|----------|-------------|----------------|--------|------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dabra ... | 8 3 | 8 0 | 8 0 | 8 7 | 8 7 | 8 7 | 8 7 | Via Naini. |
| Damoh ... | 7 14 | 7 12 | 7 12 | 8 3 | 8 3 | 8 3 | 8 3 | " |
| Devlali ... | 11 2 | 11 4 | 11 0 | 11 9 | 11 9 | 11 9 | 11 2 | Via "Asansol and Nagpur. |
| Dhamangaon ... | 8 14 | 8 14 | 8 12 | 9 2 | 9 2 | 9 5 | 8 14 | Via Agra Cantt. |
| Dholpur ... | 8 7 | 8 5 | 8 5 | 8 12 | 8 12 | 8 12 | 8 12 | " |
| Via Dholpur (for Dholpur-State Ry. stations).§ | 8-5-3 | 8-3-3 | 8-3-3 | 8-10-3 | 8-10-3 | 8-10-3 | 8-10-3 | " |
| Dhond ... | 11 14 | 11 14 | 11 11 | 12 4 | 12 4 | 12 4 | 11 14 | Via Naini. |
| Via Dhond† | 11 10 | 11 10 | 11 7 | 12 0 | 12 0 | 12 0 | 11 10 | " |
| Dhulia ... | 10 11 | 10 14 | 10 9 | 11 2 | 11 2 | 11 2 | 10 11 | " |
| Dombivli*(a) | 12 3 | 12 6 | 12 1 | 12 10 | 12 10 | 12 10 | 12 3 | " |
| Duskheda | 10 0 | 10 0 | 9 14 | 10 7 | 10 7 | 10 7 | 10 0 | " |
| Erandol Road | 10 5 | 10 5 | 10 0 | 10 9 | 10 9 | 10 11 | 10 5 | " |
| Faridabad ... | 8 14 | 8 12 | 8 14 | 9 5 | 9 5 | 9 5 | 9 2 | Via Agra Cantt. |
| Gadarvada | 8 5 | 8 3 | 8 3 | 8 9 | 8 9 | 8 9 | 8 9 | Via Naini. |
| Gulbarga ... | 11 14 | 12 0 | 11 11 | 12 4 | 12 4 | 12 4 | 11 14 | " |
| Guna ... | 9 0 | 8 14 | 9 0 | 9 5 | 9 5 | 9 7 | 9 5 | " |
| Gwalior ... | 8 5 | 8 3 | 8 3 | 8 9 | 8 9 | 8 9 | 8 9 | " |
| Via Gwalior (for G. L. Ry. stations)§ | 8-3-3 | 8-1-3 | 8-1-3 | 8-7-3 | 8-7-3 | 8-7-3 | 8-7-3 | " |
| Hadapsar ... | 12 2 | 12 2 | 12 0 | 12 9 | 12 9 | 12 9 | 12 2 | Via " Cawnpore Central Shed. |
| Hamirpur Road | 7 5 | 7 3 | 7 3 | 7 9 | 7 9 | 7 9 | 7 9 | Via Naini. |
| Harda ... | 9 2 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Harpalpur | 7 7 | 7 5 | 7 7 | 7 12 | 7 12 | 7 14 | 7 12 | " |
| Harsud ... | 9 7 | 9 5 | 9 5 | 9 11 | 9 11 | 9 11 | 9 11 | Via "Asansol and Nagpur. |
| Hinganghat | 8 12 | 8 14 | 8 9 | 9 2 | 9 2 | 9 2 | 8 12 | Via Agra Cantt. |
| Hodal ... | 8 9 | 8 9 | 8 9 | 9 0 | 9 0 | 9 0 | 8 14 | Via Naini. |
| Hosangabad | 8 14 | 8 12 | 8 14 | 9 5 | 9 5 | 9 5 | 9 2 | " |
| Hotgi ... | 12 4 | 12 7 | 12 2 | 12 11 | 12 11 | 12 11 | 12 4 | " |
| Via Hotgi (for M. & S. M. Ry. stations).§ | 12-2-3 | 12-5-3 | 12-0-3 | 12-9-3 | 12-9-3 | 12-9-3 | 12-2-3 | " |
| Igatpuri ... | 11 4 | 11 7 | 11 2 | 11 11 | 11 11 | 11 11 | 11 7 | " |
| Itarsi ... | 8 14 | 8 12 | 8 12 | 9 2 | 9 2 | 9 2 | 9 2 | " |
| Jalgaon ... | 10 2 | 10 2 | 10 0 | 10 7 | 10 7 | 10 9 | 10 2 | " |
| Jamdha ... | 10 9 | 10 9 | 10 7 | 11 0 | 11 0 | 11 0 | 10 9 | " |
| Jeur ... | 12 2 | 12 4 | 12 0 | 12 9 | 12 9 | 12 9 | 12 2 | " |
| Jhansi ... | 7 14 | 7 12 | 7 12 | 8 3 | 8 3 | 8 3 | 8 3 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, where due.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

(a) Dombivli station itself is not open for the receipt of Coal traffic. Coal, Coke and Patent Fuel may be booked to the siding served by Dombivli station. The siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 699.

| Station to | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|------------------------------------------------|--------|----------|--------|---------|----------|----------|-----------|-----------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dabra ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | Via Naini. |
| Damoh ... | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 3 | 8 3 | " |
| Deviali ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 4 | " |
| Dhamangaon ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 14 | 8 14 | Via "Asansol and Nagpur. |
| Dholpur ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | 8 12 | Via Agra Cantt. |
| Via Dholpur (for Dholpur-State Ry. stations).§ | 8-7-3 | 8-7-3 | 8-7-3 | 8-7-3 | 8-7-3 | 8-10-3 | 8-10-3 | " |
| Dhond ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | Via Naini. |
| Via Dhond† | 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | 11 12 | " |
| Dhulia ... | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 14 | " |
| Dombivli*(c) | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 6 | 12 6 | " |
| Duskheda ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 2 | " |
| Erandol Road ... | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | 10 5 | 10 5 | " |
| Faridabad ... | 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 2 | 9 5 | Via Agra Cantt. |
| Gadarvada ... | 8 9 | 8 9 | 8 9 | 8 7 | 8 7 | 8 9 | 8 9 | Via Naini. |
| Gulbarga ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 11 | 11 14 | 12 0 | " |
| Guna ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 2 | 9 5 | 9 5 | " |
| Gwalior ... | 8 7 | 8 9 | 8 7 | 8 7 | 8 7 | 8 9 | 8 9 | " |
| Via Gwalior (for G. L. Ry. stations)§ | 8-5-3 | 8-7-3 | 8-5-3 | 8-5-3 | 8-5-3 | 8-7-3 | 8-7-3 | " |
| Hadapsar ... | 12 * 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | " |
| Hamirpur Road ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 9 | 7 9 | Via "Cawnpore Central Goods Shed. |
| Harda ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 7 | 9 7 | Via Naini. |
| Harpalpur ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 9 | 7 12 | 7 12 | " |
| Harsud ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | " |
| Hinganghat ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | Via "Asansol and Nagpur. |
| Hodal ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | Via Agra Cantt. |
| Hosangabad ... | 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 2 | 9 5 | Via Naini. |
| Hotgi ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | " |
| Via Hotgi (for M. & S. M. Ry. stations).§ | 12-2-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-5-3 | " |
| Igatpuri ... | 11 7 | 11 7 | 11 4 | 11 4 | 11 4 | 11 7 | 11 7 | " |
| Itarsi ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | 9 2 | " |
| Jalgaon ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 2 | 10 2 | " |
| Jamdhia ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | " |
| Jaur ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | " |
| Jhansi ... | 8 0 | 8 3 | 8 0 | 8 0 | 8 0 | 8 3 | 8 3 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transhipment charge which must be levied in addition, where due.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

(c) Dombivli station itself is not open for the receipt of Coal traffic. Coal, Coke and Patent Fuel may be booked to the siding served by Dombivli station. The siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 609.

| Station to | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Bhurkunda Siding | Ray | Route |
|------------------------------------------------|---------|----------------|-------------|--------|-------------|-----------|------------------|--------|------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dabra ... | 7 3 | 7 5 | 7 14 | 8 0 | 8 3 | 8 3 | 8 0 | 7 14 | Via Naini. |
| Damoh ... | 7 0 | 7 0 | 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 7 9 | " |
| Devlali ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Dhamangaon ... | †9 7 | †9 7 | ... | a8 14 | †8 9 | ... | †8 12 | †8 14 | Via Asansol and Nagpur. |
| Dholpur ... | 7 9 | 7 9 | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 3 | Via Agra Cantt. |
| Via Dholpur (for Dholpur-State Ry. stations).§ | 7-7-3 | 7-7-3 | 8-3-3 | 8-3-3 | 8-5-3 | 8-5-3 | 8-5-3 | 8-1-3 | " |
| Dhond ... | 11 2 | 11 2 | 11 14 | 11 14 | 11 11 | 11 9 | 11 11 | 11 14 | Via Naini. |
| Via Dhond† | 10 14 | 10 14 | 11 10 | 11 10 | 11 7 | 11 5 | 11 7 | 11 10 | " |
| Dhulia ... | 10 0 | 10 0 | 10 11 | 10 14 | 10 9 | 10 9 | 10 9 | 10 11 | " |
| Dombivli*(c) | 11 8 | 11 8 | 12 3 | 12 3 | 12 1 | 12 1 | 12 1 | 12 3 | " |
| Duskheda ... | 9 5 | 9 5 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | " |
| Erandol Road ... | 9 9 | 9 9 | 10 2 | 10 5 | 10 0 | 10 0 | 10 0 | 10 2 | " |
| Faridabad ... | 8 0 | 8 0 | 8 12 | 8 14 | 9 0 | 8 14 | 8 14 | 8 12 | Via Agra Cantt. |
| Gadarvada ... | 7 7 | 7 7 | 8 3 | 8 3 | 8 7 | 8 5 | 8 5 | 8 3 | Via Naini. |
| Gulbarga ... | 12 7 | 12 7 | 11 14 | 11 14 | 11 11 | 11 9 | 11 11 | 11 14 | " |
| Guna ... | 8 3 | 8 3 | 8 14 | 9 0 | 9 2 | 9 0 | 9 0 | 8 14 | " |
| Gwalior ... | 7 7 | 7 7 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 3 | " |
| Via Gwalior (for G. L. Ry. stations)§ | 7-5-3 | 7-5-3 | 8-1-3 | 8-1-3 | 8-3-3 | 8-3-3 | 8-3-3 | 8-1-3 | " |
| Hadapsar ... | 11 7 | 11 7 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Hamirpur Road ... | 6 7 | 6 7 | 7 3 | 7 3 | 7 5 | 7 5 | 7 5 | 7 0 | Via " Cawnpore Central Goods Shed. |
| Harda ... | 8 5 | 8 5 | 9 0 | 9 0 | 9 5 | 9 2 | 9 2 | 9 0 | Via Naini. |
| Harpalpur ... | 6 10 | 6 10 | 7 5 | 7 7 | 7 9 | 7 7 | 7 7 | 7 7 | " |
| Harsud ... | 8 7 | 8 9 | 9 2 | 9 5 | 9 7 | 9 7 | 9 5 | 9 2 | " |
| Hinganghat ... | †9 7 | †9 7 | 8 12 | a8 12 | †8 9 | 8 9 | †8 9 | †8 12 | Via Asansol and Nagpur. |
| Hodal ... | 7 12 | 7 14 | 8 7 | 8 9 | 8 12 | 8 12 | 8 9 | 8 7 | Via Agra Cantt. |
| Hosangabad ... | 8 0 | 8 0 | 8 12 | 8 14 | 9 0 | 9 0 | 8 14 | 8 12 | Via Naini. |
| Hotgi ... | 12 0 | 12 0 | 12 4 | 12 4 | 12 2 | 12 0 | 12 2 | 12 4 | " |
| Via Hotgi (for M. & S. M. Ry. stations).§ | 11-14-3 | 11-14-3 | 12-2-3 | 12-2-3 | 12-0-3 | 11-14-3 | 12-0-3 | 12-2-3 | " |
| Igatpuri ... | 10 11 | 10 11 | 11 4 | 11 7 | 12 2 | 11 2 | 11 2 | 11 4 | " |
| Itarsi ... | 8 0 | 8 0 | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 9 | " |
| Jalgaon ... | 9 7 | 9 7 | 10 0 | 10 2 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Jamdhia ... | 9 14 | 9 14 | 10 9 | 10 9 | 10 7 | 10 5 | 10 7 | 10 9 | " |
| Jeur ... | 11 7 | 11 7 | 12 2 | 12 4 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Jhansi ... | 7 0 | 7 0 | 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 7 9 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the G. I. P. Ry. terminal charge.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

(c) Dombivli station itself is not open for the receipt of Coal traffic. Coal, Coke and Patent Fuel may be booked to the siding served by Dombivli station. The siding charge must be levied in addition.

(a) This rate apply via Chandrapura and Nagpur.

† These rates apply via Barkakana and Nagpur.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 699.

| Station to | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-------------------------|--------|--------|-------------|-------------|----------------|------------|---------|-------------------|
| | Rs. a | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Jubbulpore ... | 8 0 | 8 0 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | Via Naini. |
| Jukehi ... | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | 7 12 | 7 9 | " |
| Kajgaon ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | Via " Cawnpore |
| Kalpi ... | 7 9 | 7 9 | 7 12 | 7 12 | 7 12 | 7 14 | 7 12 | Central Goods |
| Kalmeshwar ... | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 9 | 8 7 | Shed. |
| Kalyan* ... | 12 3 | 12 3 | 12 3 | 12 3 | 12 6 | 12 6 | 12 6 | Via Asansol and |
| Kamshet ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | Nagpur. |
| Kareli ... | 8 7 | 8 7 | 8 9 | 8 9 | 8 9 | 8 12 | 8 9 | Via Naini. |
| Karjat* ... | 12 6 | 12 8 | 12 8 | 12 8 | 12 8 | 12 10 | 12 8 | Via Naini, Man- |
| Karwi ... | 7 0 | 7 0 | 7 0 | 7 0 | 7 0 | 7 3 | 7 0 | mad and Dhond. |
| Kasara* ... | 11 15 | 11 15 | 11 15 | 11 15 | 11 15 | 12 1 | 12 1 | Via Naini. |
| Katni Murwara ... | 7 9 | 7 9 | 7 12 | 7 12 | 7 12 | 7 14 | 7 12 | " |
| Katni Cement Siding ... | 7 9 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 12 | Via " Asansol and |
| Katol ... | 8 7 | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | 8 9 | Nagpur. |
| Khamgaon ... | 9 9 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 11 | Via Naini. |
| Khandala ... | 12 7 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | Via Naini, Man- |
| Khandwa ... | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | mad and Dhond. |
| Khardi* ... | 11 15 | 12 1 | 12 1 | 12 1 | 12 1 | 12 3 | 12 1 | Via Naini. |
| Khervadi ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | " |
| Khirkiya ... | 9 9 | 9 9 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | " |
| Kirkee ... | 12 2 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | " |
| Kopargaon ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | " |
| Kosi Kalan ... | 8 14 | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | Via Agra Cant. |
| Kulali ... | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | Via Naini. |
| Kulpahar ... | 7 9 | 7 9 | 7 12 | 7 12 | 7 12 | 7 14 | 7 12 | " |
| Kunch ... | 7 14 | 8 0 | 8 0 | 8 0 | 8 0 | 8 3 | 8 0 | Via Cawnpore |
| Kuram ... | 9 0 | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | 9 2 | Central Goods |
| Kurduwadi ... | 12 4 | 12 4 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | Shed. |
| Via Kurduwadi (for | 12-2-3 | 12-2-3 | 12-5-3 | 12-5-3 | 12-5-3 | 12-7-3 | 12-5-3 | Via Naini. |
| Barsi Light Ry. sta- | | | | | | | | " |
| tions).§ | | | | | | | | |
| Lalitpur ... | 8 7 | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | 8 9 | Via " Naini, Man- |
| Lonavla ... | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | mad and Dhond. |
| Lonavla ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 2 | Via Naini. |
| Mahad ... | 10 2 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Mahoba ... | 7 7 | 7 9 | 7 9 | 7 9 | 7 9 | 7 12 | 7 9 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 699.

| Station to | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route |
|--------------------------------------------------------|----------|------------------------------------|---------------|------------|---------|--------|---------------|-------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Jubbulpore ... | 8 0 | 8 0 | 8 0 | 7 14 | 7 14 | 7 14 | 7 14 | Via Naini. |
| Jukehl ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | " |
| Kajgaon ... | 10 5 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 9 | Via " Cawnpore |
| Kalpi ... | 7 9 | 7 9 | 7 9 | 7 7 | 7 7 | 7 7 | 7 9 | Central Goods |
| Kalmeshwar ... | 8 5 | 8 5 | 8 5 | 8 5 | ... | 8 5 | 8 9 | Shed. |
| Kalyan* ... | 12 3 | 12 3 | 12 3 | 12 1 | 12 1 | 12 1 | 12 6 | Via Asansol and |
| Kamshet ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 9 | Nagpur. |
| Karell ... | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 7 | Via Naini. |
| Karjat* ... | 12 6 | 12 6 | 12 6 | 12 6 | 12 3 | 12 6 | 12 10 | Via Naini, Man- |
| Karwi ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | mad and Dhond. |
| Kasara* ... | 11 12 | 11 12 | 11 15 | 11 12 | 11 12 | 11 12 | 12 1 | Via Naini. |
| Katni Murwara ... | 7 9 | 7 9 | 7 9 | 7 7 | 7 7 | 7 7 | 7 9 | " |
| Katni Cement Siding ... | 7 9 | 7 9 | 7 9 | 7 9 | 7 7 | 7 9 | 7 9 | " |
| Katol ... | 8 7 | 8 7 | 8 7 | 8 7 | ... | 8 7 | 8 12 | Via Asansol and |
| Khamgaon ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 9 | 9 14 | Nagpur. |
| Khandala ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 4 | 12 7 | 12 11 | Via Naini. |
| Khandwa ... | 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 11 | 9 14 | Via Naini, Man- |
| Khardi* ... | 11 15 | 11 15 | 11 15 | 11 15 | 11 12 | 11 12 | 12 1 | mad and Dhond. |
| Khervadi ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 2 | Via Naini. |
| Khirkiya ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Kirkee ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 7 | " |
| Kopargaon ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 2 | " |
| Kosi Kalan ... | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 14 | Via Agra Cant. |
| Kulali ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 2 | Via Naini. |
| Kulpahar ... | 7 9 | 7 9 | 7 9 | 7 7 | 7 7 | 7 7 | 7 9 | Via " Cawnpore |
| Kunch ... | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | Central Goods |
| Kuram ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 5 | Shed. |
| Kurduwadi ... | 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | 12 2 | 12 7 | Via Naini. |
| Via Kurduwadi (for Barsi Light Ry. sta- tions).§ | 12-2-3 | 12-2-3 | 12-2-3 | 12-0-3 | 12-0-3 | 12-0-3 | 12-5-3 | " |
| Lalitpur ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | Via " Naini, Man- |
| Lonavla ... | 12 7 | 12 7 | 12 7 | 12 4 | 12 4 | 12 4 | 12 9 | mad and Dhond. |
| Lonl ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 4 | Via Naini. |
| Maheji ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 7 | " |
| Mahoba ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 699.

| Station to | Karmatar | Sitarampur | Shamdh | Kulti | Barakar | Mugma | Mugma West | Route |
|-------------------------|----------|------------|--------|--------|---------|--------|------------|-------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Jubbulpore ... | 8 0 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | Via Naini. |
| Jukehi ... | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | " |
| Kalgaon ... | 10 9 | 10 5 | 10 7 | 10 5 | 10 5 | 10 7 | 10 7 | Via " Cawnpore |
| Kalpi ... | 7 9 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 7 | Central Goods |
| Kalmeshwar ... | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | Shed. |
| Kalyan* ... | 12 6 | 12 1 | 12 3 | 12 1 | 12 3 | 12 3 | 12 3 | Via Asansol and |
| Kamshet ... | 12 9 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | Nagpur. |
| Kareli ... | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 5 | Via Naini. |
| Karjat* ... | 12 8 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | Via Naini, Man- |
| Karwi ... | 6 14 | 6 12 | 6 14 | 6 12 | 6 12 | 6 12 | 6 12 | mad and Dhond. |
| Kasara* ... | 12 1 | 11 12 | 11 15 | 11 12 | 11 12 | 11 15 | 11 15 | Via Naini. |
| Katni Murwara ... | 7 9 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | " |
| Katni Cement Siding ... | 7 9 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | " |
| Katol ... | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | Via " Asansol and |
| Khamgaon ... | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | Nagpur. |
| Khandala ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | Via Naini. |
| Khandwa ... | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | 9 9 | 9 11 | Via Naini, Man- |
| Khardi* ... | 12 1 | 11 15 | 11 15 | 11 15 | 11 15 | 11 15 | 11 15 | mad and Dhond. |
| Khervadi ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | Via Naini. |
| Khirkiya ... | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | " |
| Kirkee ... | 12 4 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | " |
| Kopargaon ... | 11 2 | 10 14 | 11 0 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Kosi Kalan ... | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | 8 9 | 8 9 | Via Agra Cant. |
| Kulali ... | 12 2 | 11 14 | 12 0 | 11 14 | 12 0 | 12 0 | 12 0 | Via Naini. |
| Kulpahar ... | 7 9 | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 7 | " |
| Kunch ... | 7 14* | 7 12 | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | Via " Cawnpore |
| Kuram ... | 9 2 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | Central Goods |
| Kurduwadi ... | 12 7 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | Shed. |
| Via Kurduwadi (for | 12-5-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-2-3 | Via Naini. |
| Barsi Light Ry. sta- | | | | | | | | " |
| tions).§ | | | | | | | | |
| Lalitpur ... | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | " |
| Lonavla ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | Via " Naini, Man- |
| Loni ... | 12 4 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | mad and Dhond. |
| Maheji ... | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | Via Naini. |
| Mahoba ... | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 699.

| Station to | Kaloathan | Dhanbad | Kusunda, Jher- raih, Pathardih & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|----------------------|-----------|---------|---------------------------------------------------|----------|-------------|-------------------|--------|-------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Jubbulpore | 7 12 | 7 9 | 7 9 | 8 0 | 8 0 | 8 0 | 8 0 | Via Naini. |
| Jukehi | 7 5 | 7 3 | 7 3 | 7 9 | 7 9 | 7 9 | 7 9 | " |
| Kajgaon | 10 7 | 10 7 | 10 5 | 10 14 | 10 14 | 10 14 | 10 7 | Via " Cawnpore |
| Kalpi | 7 5 | 7 3 | 7 5 | 7 9 | 7 9 | 7 12 | 7 9 | Central Goods |
| Kalmeshwar | 8 7 | 8 7 | 8 5 | 8 12 | 8 12 | 8 14 | 8 7 | Shed. |
| Kalyan* | 12 3 | 12 6 | 12 1 | 12 10 | 12 10 | 12 10 | 12 3 | Via Asansol and |
| Kamshet | 12 7 | 12 7 | 12 4 | 12 13 | 12 13 | 12 13 | 12 7 | Nagpur. |
| Kareli | 8 3 | 8 0 | 8 3 | 8 7 | 8 7 | 8 9 | 8 7 | Via Naini, Man- |
| Karjat* | 12 8 | 12 8 | 12 3 | 12 12 | 12 12 | 12 12 | 12 8 | mad and Dhond. |
| Karwi | 6 12 | 6 10 | 6 10 | 7 0 | 7 0 | 7 0 | 7 0 | Via Naini. |
| Kasara* | 11 15 | 11 15 | 11 12 | 12 6 | 12 6 | 12 6 | 11 15 | " |
| Katni Murwara | 7 5 | 7 3 | 7 5 | 7 12 | 7 12 | 7 12 | 7 9 | " |
| Katni Cement Siding | 7 5 | 7 5 | 7 5 | 7 12 | 7 12 | 7 12 | 7 9 | Via " Asansol and |
| Katol | 8 9 | 8 9 | 8 7 | 8 14 | 8 14 | 9 0 | 8 9 | Nagpur. |
| Khamgaon | 9 11 | 9 11 | 9 7 | 10 0 | 10 0 | 10 0 | 9 11 | Via Naini. |
| Khandala | 12 7 | 12 9 | 12 4 | 12 13 | 12 13 | 12 13 | 12 9 | Via Naini, Man- |
| Khandwa | 9 9 | 9 7 | 9 9 | 9 14 | 9 14 | 10 0 | 9 14 | mad and Dhond. |
| Khardi* | 11 15 | 12 1 | 11 12 | 12 6 | 12 6 | 12 6 | 12 1 | Via Naini. |
| Khervadi | 11 0 | 11 2 | 10 14 | 11 7 | 11 7 | 11 7 | 11 0 | " |
| Khirkiya | 9 5 | 9 2 | 9 2 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Kirkee | 12 4 | 12 4 | 12 0 | 12 9 | 12 9 | 12 9 | 12 4 | " |
| Kopargaon | 11 0 | 11 2 | 10 14 | 11 7 | 11 7 | 11 7 | 11 0 | " |
| Kosi Kalan | 8 9 | 8 7 | 8 7 | 8 14 | 8 14 | 8 14 | 8 14 | Via Agra Cant.* |
| Kulali | 12 0 | 12 2 | 11 14 | 12 7 | 12 7 | 12 7 | 12 0 | Via Naini. |
| Kulpahar | 7 5 | 7 3 | 7 5 | 7 9 | 7 9 | 7 12 | 7 9 | Via " Cawnpore |
| Kunch | 7 12 | 7 9 | 7 9 | 8 0 | 8 0 | 8 0 | 7 14 | Central Goods |
| Kuram | 9 2 | 9 2 | 9 0 | 9 7 | 9 7 | 9 9 | 9 2 | Shed. |
| Kurduwadi | 12 4 | 12 7 | 12 2 | 12 11 | 12 11 | 12 11 | 12 7 | Via Naini. |
| Via Kurduwadi (for | 12-2-3 | 12-5-3 | 12-0-3 | 12-9-3 | 12-9-3 | 12-9-3 | 12-5-3 | " |
| Barsi Light Ry. sta- | | | | | | | | |
| tions).§ | | | | | | | | |
| Lalitpur | 8 5 | 8 3 | 8 3 | 8 9 | 8 9 | 8 9 | 8 9 | Via " Naini, Man- |
| Lonavla | 12 7 | 12 9 | 12 4 | 12 13 | 12 13 | 12 13 | 12 7 | mad and Dhond. |
| Loni | 12 2 | 12 2 | 12 0 | 12 9\|\| | 12 9 | 12 9 | 12 2 | Via Naini. |
| Maheji | 10 5 | 10 5 | 10 2 | 10 9 | 10 9 | 10 11 | 10 5 | " |
| Mahoba | 7 5 | 7 3 | 7 3 | 7 9 | 7 9 | 7 9 | 7 9 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only but do not include the G. I. P. Ry. terminal charge.

|| This rate applies via Chandrapura and Nagpur.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 699.

| Station to | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-------------------------|--------|----------|--------|---------|----------|----------|-----------|-------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Jubbulpore ... | 8 0 | 8 0 | 8 0 | 7 14 | 7 14 | 8 0 | 8 0 | Via Naini. |
| Jukehl ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 9 | 7 9 | " |
| Kajgaon ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | Via " Cawnpore |
| Kalpi ... | 7 9 | 7 9 | 7 9 | 7 9 | 7 7 | 7 9 | 7 9 | Central Goods |
| Kalmeshwar ... | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 7 | 8 7 | Shed. |
| Kalyan* ... | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 6 | Via Asansol and |
| Kamshet ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 4 | 12 7 | 12 9 | Nagpur. |
| Kareli ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 7 | 8 7 | Via Naini, Man- |
| Karjat* ... | 12 8 | 12 8 | 12 8 | 12 6 | 12 6 | 12 8 | 12 8 | mad and Dhond. |
| Karwi ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 7 0 | 7 0 | Via Naini. |
| Kasara* ... | 11 15 | 11 15 | 11 15 | 11 15 | 11 15 | 11 15 | 12 1 | " |
| Katni Murwara ... | 7 9 | 7 9 | 7 9 | 7 9 | 7 7 | 7 9 | 7 12 | " |
| Katni Cement Siding ... | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | 7 12 | Via " Asansol and |
| Katol ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 7 | 8 9 | 8 9 | Nagpur. |
| Khamgaon ... | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | 9 11 | 9 11 | Via Naini. |
| Khandala ... | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | Via Naini, Man- |
| Khandwa ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 11 | 9 14 | 9 14 | mad and Dhond. |
| Khardi* ... | 11 15 | 12 1 | 11 15 | 11 15 | 11 15 | 12 1 | 12 1 | Via Naini. |
| Khervadi ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Khirkiya ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 9 | 9 9 | " |
| Kirkee ... | 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | 12 4 | 12 4 | " |
| Kopargaon ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Kosi Kalan ... | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 14 | 8 14 | Via Agra Cant. |
| Kulali ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | Via Naini. |
| Kulpahar ... | 7 9 | 7 9 | 7 9 | 7 9 | 7 7 | 7 9 | 7 9 | Via " Cawnpore |
| Kunch ... | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 7 14 | 8 0 | Central Goods |
| Kuram ... | 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 2 | 9 2 | Shed. |
| Kurduwadi ... | 12 4 | 12 7 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | Via Naini. |
| Via Kurduwadi (for | 12-2-3 | 12-5-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-5-3 | 12-5-3 | " |
| Barsi Light Ry. sta- | | | | | | | | |
| tions).§ | | | | | | | | |
| Lalitpur ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 9 | " |
| Lonavla ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | Via Naini, Man- |
| Loni ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 4 | mad and Dhond. |
| Maheji ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 2 | 10 5 | 10 5 | Via Naini. |
| Mahoba ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 9 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only but do not include the G. I. P. Ry. terminal charge.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharges leviable in addition, see notes (i) and (ii) under "N.B." at page 699

| Station to | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Bhurkunda Siding | Ray | Route |
|------------------------------------------------|---------|----------------|-------------|--------|-------------|-----------|------------------|--------|--------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Jubbulpore ... | 6 14 | 6 14 | 7 9 | 7 9 | 7 14 | 7 12 | 7 12 | 7 9 | Via Naini. |
| Jukehi ... | 6 7 | 6 7 | 7 3 | 7 3 | 7 5 | 7 5 | 7 5 | 7 0 | " |
| Kalgaon ... | 9 11 | 9 11 | 10 7 | 10 7 | 10 5 | 10 2 | 10 5 | 10 7 | Via " Cawnpore |
| Kalpi ... | 6 7 | 6 7 | 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 3 | Central Goods Shed. |
| Kalmeshwar ... | 9 0† | 9 0† | ... | 8 7a | 8 3† | ... | 8 3† | 8 7† | Via Asansol and Nagpur. |
| Kalyan* ... | 11 8 | 11 8 | 12 3 | 12 3 | 12 1 | 11 15 | 12 1 | 12 3 | Via Naini. |
| Kamshet ... | 11 11 | 11 11 | 12 7 | 12 7 | 12 4 | 12 2 | 12 4 | 12 7 | Via Naini, Manmad and Dhond. |
| Kareli ... | 7 5 | 7 5 | 8 0 | 8 3 | 8 5 | 8 3 | 8 3 | 8 0 | Via Naini. |
| Karjat* ... | 11 12 | 11 12 | 12 6 | 12 8 | 12 3 | 12 3 | 12 3 | 12 6 | " |
| Karwi ... | 6 7 | 6 7 | 6 10 | 6 10 | 6 12 | 6 12 | 6 12 | 6 7 | " |
| Kasara* ... | 11 3 | 11 3 | 11 15 | 11 15 | 11 12 | 11 10 | 11 12 | 11 15 | " |
| Katni Murwara ... | 6 7 | 6 7 | 7 3 | 7 5 | 7 7 | 7 7 | 7 5 | 7 3 | " |
| Katni Cement Siding ... | 6 7 | 6 7 | 7 3 | 7 5 | 7 7 | 7 7 | 7 5 | 7 3 | " |
| Katol ... | 9 0\|\| | 9 0\|\| | ... | 8 9a | 8 5† | 8 5 | 8 7† | 8 9† | Via Asansol and Nagpur. |
| Khamgaon ... | 9 9 | 9 11 | ... | 9 11a | 9 7† | ... | 9 7 | 9 7 | Via Naini. |
| Khandala ... | 11 11 | 11 14 | 12 7 | 12 9 | 12 4 | 12 4 | 12 4 | 12 7 | Via Naini, Manmad and Dhond. |
| Khandwa ... | 8 12 | 8 12 | 9 7 | 9 9 | 9 11 | 9 9 | 9 9 | 9 7 | Via Naini. |
| Khardi* ... | 11 3 | 11 6 | 11 15 | 12 1 | 11 12 | 11 12 | 11 12 | 11 15 | " |
| Khervadi ... | 10 5 | 10 7 | 11 0 | 11 2 | 10 14 | 10 14 | 10 14 | 11 0 | " |
| Khirkiya ... | 8 7 | 8 7 | 9 2 | 9 2 | 9 7 | 9 5 | 9 5 | 9 2 | " |
| Kirkee ... | 11 9 | 11 9 | 12 2 | 12 4 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Kopargaon ... | 10 5 | 10 5 | 11 0 | 11 0 | 10 14 | 10 11 | 10 14 | 11 0 | " |
| Kosi Kalan ... | 7 12 | 7 12 | 8 7 | 8 7 | 8 12 | 8 9 | 8 9 | 8 7 | Via Agra Cant. |
| Kulali ... | 12 4 | 12 4 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | Via Naini. |
| Kulpahar ... | 6 7 | 6 7 | 7 3 | 7 5 | 7 7 | 7 5 | 7 5 | 7 3 | Via " Cawnpore |
| Kunch ... | 6 12 | 6 14 | 7 7 | 7 9 | 7 12 | 7 12 | 7 9 | 7 7 | Central Goods Shed. |
| Kuram ... | 9 11 | 9 11 | 9 0 | 9 2a | 8 14† | 8 14 | 9 0 | 9 2 | Via Naini. |
| Kurduwadi ... | 11 9 | 11 11 | 12 4 | 12 7 | 12 2 | 12 2 | 12 2 | 12 4 | " |
| Via Kurduwadi (for Barsi Light Ry. stations).§ | 11-7-3 | 11-9-3 | 12-2-3 | 12-5-3 | 12-0-3 | 12-0-3 | 12-0-3 | 12-2-3 | " |
| Lalitpur ... | 7 7 | 7 7 | 8 0 | 8 3 | 8 5 | 8 5 | 8 5 | 8 0 | " |
| Lonavla ... | 11 11 | 11 11 | 12 7 | 12 9 | 12 4 | 12 4 | 12 4 | 12 7 | Via " Naini, Manmad and Dhond. |
| Lonl ... | 11 7 | 11 7 | 12 2 | 12 2 | 12 0 | 11 14 | 12 0 | 12 2 | Via Naini. |
| Maheji ... | 9 9 | 9 9 | 10 2 | 10 5 | 10 0 | 10 0 | 10 0 | 10 2 | " |
| Mahoba ... | 6 7 | 6 7 | 7 0 | 7 3 | 7 5 | 7 5 | 7 3 | 7 0 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

(a) These rates apply via Chandrapura and Nagpur.

† These rates apply via Barkakana and Nagpur.

|| These rates apply via Naini.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 699.

| Station to | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-------------------------------------------|--------|---------|-------------|-------------|----------------|------------|---------|------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Maihar ... | 7 5 | 7 5 | 7 7 | 7 7 | 7 7 | 7 9 | 7 7 | Via Naini. |
| Maksi ... | 10 0 | 10 0 | 10 2 | 10 2 | 10 2 | 10 5 | 10 2 | Via "Naini, Man- |
| Malavli ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | mad and Dhond. |
| Malkapur ... | 9 11 | 9 11 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | Via Naini. |
| Malkhed ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | 9 0 | Via Asansol and |
| Mana ... | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | 9 5 | 9 5 | Nagpur. |
| Manikpur ... | 6 14 | 6 14 | 6 14 | 6 14 | 6 14 | 7 0 | 6 14 | Via Naini. |
| Manmad ... | 10 11 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | " |
| Via Manmad (for N. G. S. Ry. stations).§ | 10-9-3 | 10-12-3 | 10-12-3 | 10-12-3 | 10-12-3 | 10-14-3 | 10-12-3 | " |
| Mathela ... | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Mhasavad ... | 10 2 | 10 2 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Morar Road ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | 8 12 | 8 12 | " |
| Morena ... | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Mulund (a)* | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 8 | 12 6 | " |
| Murtajapur ... | 9 2 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | " |
| Via Martajapur† | 8 14 | 9 1 | 9 1 | 9 1 | 9 1 | 9 3 | 9 1 | " |
| Muttra Jn. ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | Via Agra Cant. |
| Nandgaon ... | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 14 | Via Naini. |
| Nandura ... | 9 9 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 11 | " |
| Nasik Road ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 4 | 11 4 | " |
| Neral* ... | 12 6 | 12 6 | 12 6 | 12 8 | 12 8 | 12 8 | 12 8 | " |
| Via Neral†* | 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 4 | " |
| Nimbhora ... | 10 0 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 2 | " |
| Niphad ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Orai ... | 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 8 0 | 7 14 | Via " Cawnpore |
| Pachora ... | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Central Goods |
| Via Pachora† | 10 1 | 10 1 | 10 3 | 10 3 | 10 3 | 10 3 | 10 3 | Shed. |
| Palwal ... | 9 0 | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | 9 2 | Via Naini. |
| Paman ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 9 | 7 9 | " |
| Paras ... | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 11 | 9 9 | Via Agra Cant. |
| Pipariya ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | Via " Cawnpore |
| Poona ... | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | Central Goods |
| Via Poona (for M. & S. M. Ry. stations).§ | 12-0-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-2-3 | 12-5-3 | 12-2-3 | Shed. |
| | | | | | | | | Via Naini. |
| | | | | | | | | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only but do not include the G. I. P. Ry. terminal charge.

† These rates do not include the transshipment charge which must be levied in addition, where due.

(a) This station is open for traffic consigned to Messrs. Braithwaite & Co. and Javerchand Narotamdas & Co. only. Siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under N. B. at page 699.

G. I. P. Ry.

| Station to | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhadka | Jainti Siding | Route |
|-------------------------------------------|----------|--------------------------------------------|---------------|-----------|---------|--------|---------------|------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Maihar ... | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 5 | Via Naini. |
| Maksi ... | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | Via " Naini, Mar |
| Malavli ... | 12 7 | 12 7 | 12 7 | 12 4 | 12 4 | 12 4 | 12 9 | mad and Dhoni |
| Malkapur ... | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | 9 14 | Via Naini. |
| Malkhed ... | 8 14 | 8 14 | 8 14 | 8 14 | ... | 8 14 | 9 2 | Via Asansol an |
| Mana ... | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 0 | 9 5 | Nagpur. |
| Manikpur ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | Via Naini. |
| Manmad ... | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 11 0 | " |
| Via Manmad (for N. G. S. Ry. stations).§ | 10 9-3 | 10 9-3 | 10 9-3 | 10 9-3 | 10 9-3 | 10 9-3 | 10 14-3 | " |
| Mathela ... | 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | " |
| Mhasavad ... | 10 2 | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | 10 5 | " |
| Morar Road ... | 8 9 | 8 9 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | " |
| Morena ... | 8 12 | 8 12 | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | " |
| Mulund (a)* | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 8 | " |
| Murtajapur ... | 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 5 | " |
| Via Martajapur† | 8 14 | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 9 1 | " |
| Muttra Jn. ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | Via Agra Cant. |
| Nandgaon ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 14 | Via Naini. |
| Nandura ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 14 | " |
| Nasik Road ... | 11 0 | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 4 | " |
| Neral* ... | 12 6 | 12 6 | 12 6 | 12 3 | 12 3 | 12 3 | 12 8 | " |
| Via Neral†* ... | 12 2 | 12 2 | 12 2 | 11 15 | 11 15 | 11 15 | 12 4 | " |
| Nimbhora ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 5 | " |
| Niphad ... | 10 14 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 11 2 | " |
| Orai ... | 7 12 | 7 12 | 7 12 | 7 9 | 7 9 | 7 9 | 7 12 | Via " Cawnpore |
| Pachora ... | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | 10 2 | 10 7 | Central Good |
| Via Pachora† | 10 1 | 10 1 | 10 1 | 9 14 | 9 14 | 9 14 | 10 3 | Shed. |
| Palwal ... | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 9 0 | 9 0 | Via Naini. |
| Paman ... | 7 5 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | " |
| Paras ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 9 | Via Agra Cant. |
| Pipariya ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | Via " Cawnpore |
| Poona ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 4 | Central Good |
| Via Poona (for M. & S. M. Ry. stations).§ | 12 0-3 | 12 0-3 | 12 0-3 | 12 0-3 | 11 14-3 | 12 0-3 | 12 2-3 | Shed. |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only, but do not include the G.-I. P. Ry. terminal charge.

† These rates do not include the transhipment charge which must be levied in addition, where due.

(a) This station is open for traffic consigned to Messrs. Braithwaite & Co. and Javerchand Narotamdas & Co. only. Siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 699.

| Station to | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|-------------------------------------------|----------|------------|---------|--------|---------|--------|------------|-------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Maihar ... | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | Via Naini. |
| Maksi ... | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | Via " Naini, Man- |
| Malavli ... | 12 9 | 12 4 | 12 7 | 12 4 | 12 7 | 12 7 | 12 7 | mad and Dhond. |
| Malkapur ... | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | Via Naini. |
| Mailkhed ... | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | Via Asansol and |
| Mana ... | 9 5 | 9 0 | 9 2 | 9 0 | 9 2 | 9 2 | 9 2 | Nagpur. |
| Manikpur ... | 6 12 | 6 10 | 6 12 | 6 10 | 6 10 | 6 10 | 6 10 | Via Naini. |
| Manmad ... | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | " |
| Via Manmad (for N. G. S. Ry. stations).§ | 10-12-3 | 10-9-3 | 10-9-3 | 10-9-3 | 10-9-3 | 10-9-3 | 10-9-3 | " |
| Mathela ... | 9 14 | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | " |
| Mhasavad ... | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | " |
| Morar Road | 8 9 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | " |
| Morena ... | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | 8 7 | 8 7 | " |
| Mulund (a)* | 12 8 | 12 3 | 12 3 | 12 3 | 12 3 | 12 6 | 12 6 | " |
| Murtajapur ... | 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | " |
| Via Martajapur† | 9 1 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Muttra Jn. ... | 8 12 | 8 9 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | Via Agra Cant. |
| Nandgaon ... | 10 14 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | Via Naini. |
| Nandura ... | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Nasik Road | 11 4 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Neral* ... | 12 8 | 12 3 | 12 6 | 12 3 | 12 6 | 12 6 | 12 6 | " |
| Via Neral†* ... | 12 4 | 11 15 | 12 2 | 11 15 | 12 2 | 12 2 | 12 2 | " |
| Nimbhora ... | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | Via Naini. |
| Niphad ... | 11 2 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Orai ... | 7 12 | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | Via " Cawnpore |
| Pachora ... | 10 7 | 10 2 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | Central Goods |
| Via Pachora† | 10 3 | 9 14 | 10 1 | 10 1 | 10 1 | 10 1 | 10 1 | Shed. |
| Palwal ... | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | Via Naini. |
| Paman ... | 7 7 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | " |
| Paras ... | 9 9 | 9 5 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | Via Agra Cant. |
| Pipariya ... | 8 12 | 8 9 | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | Via " Cawnpore |
| Poona ... | 12 4 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | Central Goods |
| Via Poona (for M. & S. M. Ry. stations).§ | 12-2-3 | 12-0-3 | 12-0-3 | 12-0-3 | 12-0-3 | 12-0-3 | 12-0-3 | Shed. |
| | | | | | | | | Via Naini. |
| | | | | | | | | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only but do not include the G. I. P. Ry. terminal charge.

† These rates do not include the transshipment charge which must be levied in addition, where due.

(a) This station is open for traffic consigned to Messrs. Braithwaite & Co. and Javerchand Narotamdas & Co. only. Siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.E." at page 699.

G. I. P. Ry.

| Station to | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-------------------------------------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|---------|----------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Malhar ... | 7 0 | 6 14 | 7 0 | 7 5 | 7 5 | 7 7 | 7 5 | Via Naini. |
| Maksi ... | 9 11 | 9 9 | 9 11 | 10 0 | 10 0 | 10 2 | 10 0 | " |
| Malavli ... | 12 7 | 12 7 | 12 4 | 12 13 | 12 13 | 12 13 | 12 7 | Via Naini, Manmad and Dhond. |
| Malkapur ... | 9 11 | 9 14 | 9 9 | 10 2 | 10 2 | 10 2 | 9 14 | Via Naini. |
| Malkhed ... | 9 0 | 9 0 | 8 14 | 9 5 | 9 5 | 9 7 | 9 0 | Via Asansol and Nagpur. |
| Mana ... | 9 2 | 9 2 | 9 0 | 9 9 | 9 9 | 9 9 | 9 2 | Via Naini. |
| Manikpur ... | 6 10 | 6 7 | 6 7 | 6 14 | 6 14 | 6 14 | 6 14 | " |
| Manmad ... | 10 14 | 10 14 | 10 11 | 11 2 | 11 2 | 11 4 | 10 14 | " |
| Via Manmad (for N. G. S. Ry. stations).§ | 10-12-3 | 10-12-3 | 10-9-3 | 11-0-3 | 11-0-3 | 11-2-3 | 10-12-3 | " |
| Mathela ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Mhasavad ... | 10 2 | 10 5 | 10 0 | 10 9 | 10 9 | 10 9 | 10 2 | " |
| Morar Road ... | 8 5 | 8 3 | 8 3 | 8 9 | 8 9 | 8 9 | 8 9 | " |
| Morena ... | 8 7 | 8 5 | 8 5 | 8 12 | 8 12 | 8 12 | 8 12 | " |
| Mulund (a)* | 12 6 | 12 8 | 12 3 | 12 12 | 12 12 | 12 12 | 12 6 | " |
| Murtajapur ... | 9 2 | 9 5 | 9 0 | 9 9 | 9 9 | 9 9 | 9 5 | " |
| Via Martajapur† | 8 14 | 9 1 | 8 12 | 9 5 | 9 5 | 9 5 | 9 1 | " |
| Muttra Jn. ... | 8 7 | 8 5 | 8 5 | 8 12 | 8 12 | 8 12 | 8 12 | Via Agra Cant. |
| Nandgaon ... | 10 11 | 10 11 | 10 9 | 11 2 | 11 2 | 11 2 | 10 11 | Via Naini. |
| Nandura ... | 9 11 | 9 11 | 9 7 | 10 0 | 10 9 | 10 0 | 9 11 | " |
| Nasik Road ... | 11 2 | 11 4 | 11 0 | 11 9 | 11 9 | 11 9 | 11 2 | " |
| Neral* ... | 12 6 | 12 8 | 12 3 | 12 12 | 12 12 | 12 12 | 12 6 | " |
| Via Neral†* Nimbhora | 12 2 | 12 4 | 11 15 | 12 8 | 12 8 | 12 8 | 12 2 | " |
| | 10 0 | 9 14 | 10 0 | 10 7 | 10 7 | 10 7 | 10 2 | " |
| Niphad ... | 11 0 | 11 2 | 10 14 | 11 7 | 11 7 | 11 7 | 11 0 | " |
| Orai ... | 7 7 | 7 5 | 7 7 | 7 14 | 7 14 | 7 14 | 7 12 | Via Cawnpore Central Goods Shed. |
| Pachora ... | 10 5 | 10 5 | 10 3 | 10 11 | 10 11 | 10 11 | 10 5 | Via Naini. |
| Via Pachora† | 10 1 | 10 1 | 9 14 | 10 7 | 10 7 | 10 7 | 10 1 | " |
| Palwal ... | 8 12 | 8 12 | 8 12 | 9 2 | 9 2 | 9 2 | 9 0 | Via Agra Cant. |
| Paman ... | 7 3 | 7 0 | 7 0 | 7 7 | 7 7 | 7 7 | 7 7 | Via Cawnpore Central Goods Shed. |
| Paras ... | 9 7 | 9 7 | 9 5 | 9 14 | 9 14 | 9 14 | 9 7 | Via Naini. |
| Pipariya ... | 8 9 | 8 7 | 8 7 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Poona ... | 12 2 | 12 4 | 12 0 | 12 9 | 12 9 | 12 9 | 12 4 | " |
| Via Poona (for M. & S. M. Ry. stations).§ | 12-0-3 | 12-2-3 | 11-14-3 | 12-7-3 | 12-7-3 | 12-7-3 | 12-2-3 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only but do not include the G. I. P. Ry. terminal charge.

† These rates do not include the transshipment charge which must be levied in addition, where due.

(a) This station is open for traffic consigned to Messrs. Braithwalte & Co. and Javerchand Narotamdas & Co. only. Siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 699.

| Station to | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-------------------------------------------|---------|----------|---------|---------|----------|----------|-----------|------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Malhar ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 5 | 7 5 | Via Naini. |
| Maksi ... | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 10 0 | 10 0 | Via "Naini, Man- |
| Malavli ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | mad and Dhond, |
| Malkapur ... | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 9 14 | 9 14 | Via Naini. |
| Malkhed ... | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 9 0 | 9 0 | Via Asansoi and |
| Mana ... | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | Nagpur. |
| Manikpur ... | 6 12 | 6 12 | 6 12 | 6 12 | 6 12 | 6 14 | 6 14 | Via Naini. |
| Manmad ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 14 | 10 14 | " |
| Via Manmad (for N. G. S. Ry. stations).§ | 10-12-3 | 10-12-3 | 10-12-3 | 10-12-3 | 10-9-3 | 10-12-3 | 10-12-3 | " |
| Mathela ... | 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 14 | 9 14 | " |
| Mhasavad ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 5 | " |
| Morar Road | 8 9 | 8 9 | 8 7 | 8 7 | 8 7 | 8 9 | 8 9 | " |
| Morena ... | 8 12 | 8 12 | 8 12 | 8 9 | 8 9 | 8 12 | 8 12 | " |
| Mulund (a)* | 12 6 | 12 6 | 12 6 | 12 6 | 12 3 | 12 6 | 12 8 | " |
| Murtajapur | 9 2 | 9 5 | 9 2 | 9 2 | 9 2 | 9 5 | 9 5 | " |
| Via Martajapur† | 8 14 | 9 1 | 8 14 | 8 14 | 8 14 | 9 1 | 9 1 | " |
| Muttra Jn. | 8 9 | 8 12 | 8 9 | 8 9 | 8 9 | 8 12 | 8 12 | Via Agra Cant. |
| Nandgaon | 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 11 | 10 14 | Via Naini. |
| Nandura ... | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | 9 11 | 9 11 | " |
| Nasik Road | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 4 | " |
| Neral* ... | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 8 | " |
| Via Neral†* | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | " |
| Nimbhora | 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 2 | 10 2 | " |
| Niphad ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Orai ... | 7 12 | 7 12 | 7 12 | 7 12 | 7 9 | 7 12 | 7 14 | Via Cawnpore |
| Pachora ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | Central Goods |
| Via Pachora † | 10 1 | 10 1 | 10 1 | 10 1 | 10 1 | 10 3 | 10 3 | Shed. |
| Palwal ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | Via Naini. |
| Paman ... | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | 7 7 | 7 7 | Via Agra Cant. |
| Paras ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | Via Cawnpore |
| Pipariya ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | Central Goods |
| Poona ... | 12 2 | 12 4 | 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | Shed. |
| Via Poona (for M. & S. M. Ry. stations).§ | 12-2-3 | 12-2-3 | 12-0-3 | 12-0-3 | 12-0-3 | 12-2-3 | 12-2-3 | Via Naini. |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

† These rates do not include the transhipment charge which must be levied in addition, where due.

(a) This station is open for traffic consigned to Messrs. Braithwaite & Co. and Javerchand Narotamas & Co. only. Siding charge must be levied in addition.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 699.

| Station to | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Bhurkunda Siding | Ray | Route |
|-------------------------------------------|---------|----------------|-------------|---------|-------------|-----------|------------------|--------|----------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Maihar ... | 6 7 | 6 7 | 6 14 | 7 0 | 7 3 | 7 0 | 7 0 | 6 14 | Via Naini. |
| Maksi ... | 8 14 | 8 14 | 9 9 | 9 11 | 9 14 | 9 11 | 9 11 | 9 9 | " |
| Malavli ... | 11 11 | 11 11 | 12 7 | 12 7 | 12 4 | 12 2 | 12 4 | 12 7 | Via Naini, Manmad and Dhond. |
| Malkapur ... | 9 9 | 9 9 | 9 1 | 9 14a | 9 9½ | ... | 9 9 | 9 11 | Via Naini. |
| Malkhed ... | 9 9½ | 9 9½ | 8 14 | 9 0c | 8 12½ | ... | 8 14½ | 9 0½ | Via Asansol and Nagpur. |
| Mana ... | 9 14 | 9 14 | ... | 9 2a | 9 0½ | ... | 9 0 | 9 2 | Via Naini. |
| Manikpur ... | 6 7 | 6 7 | 6 7 | 6 7 | 6 10 | 6 10 | 6 10 | 6 7 | " |
| Manmad ... | 10 2 | 10 2 | 10 11 | 10 14 | 10 9 | 10 9 | 10 11 | 10 11 | " |
| Via Manmad (for N. G. S. Ry. stations).§ | 10-0-3 | 10-0-3 | 10-9-3 | 10-12-3 | 10-7-3 | 10-7-3 | 10-9-3 | 10-9-3 | " |
| Mathela ... | 8 12 | 8 12 | 9 7 | 9 7 | 9 11 | 9 9 | 9 9 | 9 7 | " |
| Mhasavad ... | 9 7 | 9 9 | 10 2 | 10 5 | 10 0 | 10 0 | 10 0 | 10 2 | " |
| Morar Road | 7 7 | 7 7 | 8 3 | 8 3 | 8 5 | 8 5 | 8 5 | 8 3 | " |
| Morena ... | 7 9 | 7 9 | 8 5 | 8 5 | 8 9 | 8 7 | 8 7 | 8 5 | " |
| Mulund (a)* | 11 10 | 11 10 | 12 6 | 12 6 | 12 3 | 12 1 | 12 3 | 12 6 | " |
| Murtajapur | 9 14 | 9 14 | ... | 9 5c | 9 9½ | ... | 9 9 | 9 2 | " |
| Via Martajapur† | 9 10 | 9 10 | ... | 9 1 | 9 5½ | ... | 9 5 | 8 14 | " |
| Muttra Jn. | 7 9 | 7 9 | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 3 | Via Agra Cant. |
| Nandgaon | 10 0 | 10 0 | 10 11 | 10 11 | 10 9 | 10 7 | 10 9 | 10 11 | Via Naini. |
| Nandura ... | 9 9 | 9 11 | ... | 9 11c | 9 7½ | ... | 9 7 | 9 9 | " |
| Nasik Road | 10 7 | 10 7 | 11 2 | 11 2 | 11 0 | 10 14 | 11 0 | 11 2 | " |
| Neral* ... | 11 10 | 11 10 | 12 6 | 12 6 | 12 3 | 12 3 | 12 3 | 12 6 | " |
| Via Neral†* | 11 6 | 11 6 | 12 2 | 12 2 | 11 15 | 11 15 | 11 15 | 12 2 | " |
| Nimbhora | 9 2 | 9 2 | 9 14 | 10 0 | 9 14 | 9 14 | 10 0 | 9 14 | " |
| Niphad ... | 10 5 | 10 5 | 11 0 | 11 0 | 10 14 | 10 11 | 10 14 | 11 0 | " |
| Oral ... | 6 10 | 6 10 | 7 5 | 7 7 | 7 9 | 7 7 | 7 7 | 7 5 | Via Cawnpore Central Goods Shed. |
| Pachora ... | 9 9 | 9 9 | 10 5 | 10 5 | 10 2 | 10 2 | 10 2 | 10 5 | Via Naini. |
| Via Pachora† | 9 5 | 9 5 | 10 1 | 10 1 | 9 14 | 9 14 | 9 14 | 10 1 | " |
| Palwal ... | 7 14 | 7 14 | 8 9 | 8 12 | 8 14 | 8 14 | 8 12 | 8 9 | Via Agra Cant. |
| Paman ... | 6 7 | 6 7 | 7 0 | 7 0 | 7 3 | 7 3 | 7 3 | 7 0 | Via Cawnpore Central Goods Shed. |
| Paras ... | 9 14 | 9 14 | ... | 9 7c | 9 5½ | ... | 9 5 | 9 7 | Via Naini. |
| Pipariya ... | 7 12 | 7 12 | 8 5 | 8 7 | 8 9 | 8 9 | 8 9 | 8 5 | " |
| Poona ... | 11 7 | 11 9 | 12 2 | 12 4 | 12 0 | 12 0 | 12 0 | 12 2 | " |
| Via Poona (for M. & S. M. Ry. stations).§ | 11-5-3 | 11-7-3 | 12-0-3 | 12-2-3 | 11-14-3 | 11-14-3 | 11-14-3 | 12-0-3 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only but do not include the G. I. P. Ry. terminal charge.

† These rates do not include the transhipment charge which must be levied in addition, where dve. ‡ These rates apply via Barkakana and Nagpur.

(a) This station is open for traffic consigned to Messrs. Braithwaite & Co. and Javerchand Narotamhas & Co. only. Siding charge must be levied in addition.

(c) This rate applies via Chandrapura and Nagpur.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 699.

| Station to | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|--------------------------------------------|--------|--------|-------------|-------------|----------------|------------|---------|-------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Pulgaon ... | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | Via Asansol and Nagpur. |
| Via Pulgaon† | 8 8 | 8 8 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | " |
| Raichur ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 4 | 12 4 | Via Naini. |
| Via Raichur (for M. & S. M. Ry. stations). | 11 14 | 11 14 | 11 14 | 11 14 | 11 12 | 12 0 | 12 0 | " |
| Raver ... | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | 10 7 | 10 7 | " |
| Sagauria ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | " |
| Saugor ... | 8 7 | 8 7 | 8 9 | 8 9 | 8 9 | 8 12 | 8 9 | " |
| Savda ... | 10 0 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 2 | " |
| Sehore Cantt. | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | 9 11 | 9 11 | " |
| Shahabad ... | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | 11 14 | " |
| Shujaulnūr | 9 11 | 9 11 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | " |
| Shegaor ... | 9 7 | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | 9 9 | " |
| Shirud ... | 10 9 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | " |
| Sholaka ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | 9 2 | Via Agra Cant. |
| Sholapur ... | 12 4 | 12 4 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | Via Naini. |
| Sutna ... | 7 3 | 7 3 | 7 5 | 7 5 | 7 5 | 7 7 | 7 5 | " |
| Talbahat ... | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 9 | 8 7 | " |
| Talegaon ... | 12 4 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | Via "Naini, Manmad and Dhond. |
| Tarana Road | 10 0 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 2 | Via Naini. |
| Thana* ... | 12 3 | 12 6 | 12 6 | 12 6 | 12 6 | 12 8 | 12 6 | " |
| Thergaon ... | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Tikekarwadi | 12 4 | 12 4 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Ujjain ... | 10 2 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Via Ujjain (for G. I. Ry. stations) § | 10-0-3 | 10-3-3 | 10-3-3 | 10-3-3 | 10-3-3 | 10-5-3 | 10-3-3 | " |
| Varangaon | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | " |
| Vikhroli† | 12 6 | 12 6 | 12 6 | 12 6 | 12 8 | 12 8 | 12 8 | " |
| Vilad ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Wadi (a) ... | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | 11 7 | " |
| Via Wadi (for N. S. Ry. stations). | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 5 | 13 2 | " |
| Wardha ... | 8 9 | 8 9 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | Via Asansol and Nagpur. |
| Warora ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | 9 0 | " |
| Wun ... | 9 0 | 9 0 | 9 2 | 9 2 | 9 2 | 9 5 | 9 2 | " |
| Yadgiri ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | Via Naini. |
| Yeola ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† This station is open for coal traffic consigned to E. C. Nanji's Bone Mill and for Carbon Products Company only. Siding charge should be levied in addition to these rates.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only but do not include the G. I. P. Ry. terminal charge.

† These rates do not include the transshipment charge which must be levied in addition where due.

(a) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 699.

| Station to | Raniganj | Siding Raniganj (Bengal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhadka | Jainti Siding | Route |
|--------------------------------------------|----------|---------------------------------------|---------------|-----------|---------|--------|---------------|------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Pulgaon ... | 8 12 | 8 12 | 8 12 | 8 9 | ... | 8 9 | 8 14 | Via Asansol and Nagpur. |
| Via Pulgaon † | 8 8 | 8 8 | 8 8 | 8 5 | ... | 8 5 | 8 10 | " |
| Raichur ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 4 | Via Naini. |
| Via Raichur (for M. & S. M. Ry. stations). | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 12 0 | " |
| Raver ... | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | " |
| Sagauria ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | " |
| Saugor ... | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | 8 7 | " |
| Savda ... | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 10 2 | " |
| Sehore Cant | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Shahabad ... | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | 11 14 | " |
| Shujaulpur | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | 9 11 | " |
| Shegaon ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 11 | " |
| Shirud ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 14 | " |
| Sholaka ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | Via Agra Cant. |
| Sholapur ... | 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | 12 2 | 12 7 | Via Naini. |
| Sutna ... | 7 3 | 7 3 | 7 3 | 7 0 | 7 0 | 7 0 | 7 3 | " |
| Talbahat ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 5 | 8 5 | " |
| Talegaon ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | 12 7 | Via Naini (Manmad and Dhond) |
| Tarana Road | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 10 0 | 10 0 | Via Naini. |
| Thana* ... | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 8 | " |
| Thergaon ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 2 | " |
| Tikekarwadi | 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | 12 2 | 12 7 | " |
| Ujjain ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 2 | 10 2 | " |
| Via Ujjain (for G. L. Ry. stations).§ | 10-0-3 | 10-0-3 | 10-0-3 | 10-0-3 | 9-14-3 | 10-0-3 | 10-0-3 | " |
| Varangaon | 9 14 | 9 14 | 9 14 | 9 14 | 9 11 | 9 14 | 10 2 | " |
| Vikhrolit* | 12 6 | 12 6 | 12 6 | 12 3 | 12 3 | 12 3 | 12 8 | " |
| Vilad ... | 11 4 | 11 4 | 11 7 | 11 4 | 11 4 | 11 4 | 11 9 | " |
| Wadi (a) ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 10 | " |
| Via Wadi (for N. S. Ry. stations). | 13 0 | 13 0 | 13 0 | 13 0 | 12 14 | 13 0 | 13 5 | " |
| Wardha ... | 8 9 | 8 9 | 8 9 | 8 7 | ... | 8 7 | 8 12 | Via Asansol and Nagpur. |
| Warora ... | 8 14 | 8 14 | 8 14 | 8 14 | ... | 8 12 | 9 0 | " |
| Wun ... | 9 0 | 9 0 | 9 0 | 8 14 | ... | 8 14 | 9 2 | " |
| Yadgiri ... | 11 11 | 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 12 0 | Via Naini. |
| Yeola ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 14 | 11 2 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† This station is open for coal traffic consigned to E. C. Nanji's Bone Mill and for Carbon Products Company only. Siding charge should be levied in addition to these rates.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

† These rates do not include the transshipment charge which must be levied in addition where due.

(a) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 699.

| Station to | Karmatar | Sitarampur | Shandi | Kulti | Barakar | Mugma | Mugma West | Route |
|--------------------------------------------|----------|------------|--------|--------|---------|--------|------------|--------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Pulgaon ... | 8 14 | 8 9 | 8 12 | 8 9 | 8 12 | 8 12 | 8 12 | Via Asansol and Nagpur. |
| Via Pulgaon† | 8 10 | 8 5 | 8 8 | 8 5 | 8 8 | 8 8 | 8 8 | " |
| Raichur ... | 12 4 | 12 0 | 12 2 | 12 0 | 12 2 | 12 2 | 12 2 | Via Naini. |
| Via Raichur (for M. & S. M. Ry. stations). | 12 0 | 11 12 | 11 14 | 11 12 | 11 14 | 11 14 | 11 14 | " |
| Raver ... | 10 5 | 10 2 | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | " |
| Sagauria ... | 8 12 | 8 9 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | " |
| Saugor ... | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | " |
| Savda ... | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Sehore Cant. | 9 9 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | " |
| Shahabad ... | 11 14 | 11 9 | 11 11 | 11 9 | 11 11 | 11 11 | 11 11 | " |
| Shujaulpur | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 9 | " |
| Shegaon ... | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | " |
| Shirud ... | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Sholaka ... | 9 0 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | Via Agra Cant. |
| Sholapur ... | 12 7 | 12 2 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | Via Naini. |
| Sutna ... | 7 3 | 7 0 | 7 0 | 7 0 | 7 0 | 6 14 | 6 14 | " |
| Talbahat ... | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | " |
| Talegaon ... | 12 7 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | Via " Naini, Manmad and Dhond. |
| Tarana Road | 10 0 | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | Via Naini. |
| Thana* ... | 12 6 | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | " |
| Thergaon ... | 11 2 | 10 14 | 11 0 | 10 14 | 11 0 | 11 0 | 11 0 | " |
| Tikekarwadi | 12 7 | 12 2 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | " |
| Ujjain ... | 10 2 | 10 0 | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Via Ujjain (for G. L. Ry. stations).§ | 10-0-3 | 9-14-3 | 10-0-3 | 9-14-3 | 9-14-3 | 9-14-3 | 9-14-3 | " |
| Varangaon | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Vikhroli†* | 12 6 | 12 3 | 12 6 | 12 3 | 12 6 | 12 6 | 12 6 | " |
| Vilad ... | 11 9 | 11 4 | 11 7 | 11 4 | 11 4 | 11 7 | 11 7 | " |
| Wadi (a) ... | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | " |
| Via Wadi (for N. S. Ry. stations). | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Wardha ... | 8 12 | 8 7 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | Via Asansol and Nagpur. |
| Warora ... | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | " |
| Wun ... | 9 2 | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | " |
| Yadgiri ... | 12 0 | 11 11 | 11 14 | 11 11 | 11 11 | 11 14 | 11 14 | Via Naini. |
| Yeola ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates do not include the transshipment charge which must be levied in addition where due.

‡ This station is open for coal traffic consigned to E. C. Nanji's Bone Mill and for Carbon Products Company only. Siding charge should be levied in addition to these rates.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

(a) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 699.

| Station to | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|--------------------------------------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|--------|------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Pulgaon ... | 8 12 | 8 14 | 8 9 | 9 2 | 9 2 | 9 2 | 8 12 | Via Asansol and Nagpur. |
| Via Pulgaon† | 8 8 | 8 10 | 8 5 | 8 14 | 8 14 | 8 14 | 8 8 | " |
| Raichur ... | 12 2 | 12 4 | 12 0 | 12 9 | 12 9 | 12 9 | 12 2 | Via Naini. |
| Via Raichur (for M. & S. M. Ry. stations). | 11 14 | 12 0 | 11 12 | 12 5 | 12 5 | 12 5 | 11 14 | " |
| Raver ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Sagauria ... | 8 7 | 8 5 | 8 5 | 8 12 | 8 12 | 8 12 | 8 12 | " |
| Saugor ... | 8 3 | 8 0 | 8 3 | 8 7 | 8 7 | 8 9 | 8 7 | " |
| Savda ... | 10 0 | 10 0 | 9 14 | 10 7 | 10 7 | 10 7 | 10 2 | " |
| Sehore Cant. | 9 5 | 9 2 | 9 2 | 9 9 | 9 9 | 9 9 | 9 9 | " |
| Shahabad ... | 11 11 | 11 14 | 11 9 | 12 2 | 12 2 | 12 2 | 11 11 | " |
| Shujaulpur | 9 7 | 9 5 | 9 7 | 9 11 | 9 11 | 9 14 | 9 11 | Via Naini. |
| Shegaon ... | 9 9 | 9 9 | 9 7 | 9 14 | 9 14 | 10 0 | 9 9 | " |
| Shirud ... | 10 11 | 10 9 | 10 9 | 11 0 | 11 0 | 11 2 | 10 11 | " |
| Sholaka ... | 8 12 | 8 9 | 8 9 | 9 0 | 9 0 | 9 0 | 9 0 | Via Agra Cant. |
| Sholapur ... | 12 4 | 12 7 | 12 2 | 12 11 | 12 11 | 12 11 | 12 7 | Via Naini. |
| Sutna ... | 6 14 | 6 12 | 6 14 | 7 3 | 7 3 | 7 5 | 7 3 | " |
| Talbhat ... | 8 0 | 8 0 | 8 0 | 8 7 | 8 7 | 8 7 | 8 5 | " |
| Talegaon ... | 12 4 | 12 7 | 12 2 | 12 11 | 12 11 | 12 11 | 12 7 | Via Naini, Manmad and Dhond, |
| Tarana Road | 9 11 | 9 11 | 9 11 | 10 2 | 10 2 | 10 2 | 10 0 | Via Naini. |
| Thana* ... | 12 6 | 12 6 | 12 3 | 12 10 | 2 10 | 12 12 | 12 6 | " |
| Thergaon ... | 11 0 | 11 0 | 10 14 | 11 7 | 11 7 | 11 7 | 11 0 | " |
| Tikekarwadi | 12 4 | 12 7 | 12 2 | 12 11 | 12 11 | 12 11 | 12 4 | " |
| Ujjain ... | 9 14 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 2 | " |
| Via Ujjain (for G. L. Ry. stations).§ | 9-12-3 | 9-12-3 | 9-12-3 | 10-3-3 | 10-3-3 | 10-3-3 | 10-0-3 | " |
| Varangaon | 10 0 | 10 0 | 9 11 | 10 5 | 10 5 | 10 5 | 10 0 | " |
| Vikhroli† | 12 6 | 12 8 | 12 3 | 12 12 | 12 12 | 12 12 | 12 6 | " |
| Vilad ... | 11 7 | 11 7 | 11 4 | 11 14 | 11 14 | 11 14 | 11 7 | " |
| Wadi (a) ... | 11 7 | 11 7 | 11 5 | 11 12 | 11 12 | 11 14 | 11 7 | " |
| Via Wadi (for N. S. Ry. stations). | 13 0 | 13 2 | 12 14 | 13 7 | 13 7 | 13 7 | 13 2 | " |
| Wardha ... | 8 9 | 8 12 | 8 7 | 9 0 | 9 0 | 9 0 | 8 9 | Via Asansol and Nagpur. |
| Warora ... | 8 14 | 9 0 | 8 12 | 9 5 | 9 5 | 9 5 | 9 0 | " |
| Wun ... | 9 0 | 9 2 | 8 14 | 9 7 | 9 7 | 9 7 | 9 0 | " |
| Yadgiri ... | 11 14 | 12 0 | 11 11 | 12 4 | 12 4 | 12 4 | 11 14 | Via Naini. |
| Yola ... | 11 0 | 11 0 | 10 11 | 11 4 | 11 4 | 11 4 | 11 0 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re 0-8-0 per ton.

† This station is open for coal traffic consigned to E. C. Nanji's Bone Mill and for Carbon Products Company only. Siding charge should be levied in addition to these rates.

‡ These rates do not include the transshipment charge which must be levied in addition, where due.

§ These rates include the G. I. P. Ry. transshipment charge of Re. 0-2-3 per ton only, but do not include the G. I. P. Ry. terminal charge.

(a) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 699.

| Stations to | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|--------------------------------------------|--------|----------|--------|---------|----------|----------|-----------|--------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Pulgaon ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | Via Asansol and Nagpur. |
| Via Pulgaon† | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 10 | Via Naini. |
| Raichur ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | " |
| Via Raichur (for M. & S. M. Ry. stations). | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | " |
| Raver ... | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | 10 5 | 10 5 | " |
| Sagauria ... | 8 9 | 8 12 | 8 9 | 8 9 | 8 9 | 8 12 | 8 12 | " |
| Saugor ... | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 7 | 8 7 | " |
| Savda ... | 10 0 | 10 2 | 10 0 | 10 0 | 10 0 | 10 2 | 10 2 | " |
| Sehore Cant. | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | " |
| Shahabad ... | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | " |
| Shujaulpur | 9 11 | 9 11 | 9 11 | 9 11 | 9 9 | 9 11 | 9 11 | Via Naini. |
| Shegaon ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 9 | 9 9 | " |
| Shirud ... | 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 11 | 10 11 | " |
| Sholaka ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | Via Agra Cant. |
| Sholapur ... | 12 4 | 12 7 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | Via Naini. |
| Sutna ... | 7 3 | 7 3 | 7 3 | 7 3 | 7 0 | 7 3 | 7 3 | " |
| Talbahat ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | Via " Naini, Manmad and Dhond. |
| Talegaon ... | 12 4 | 12 7 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | Via Naini. |
| Tarana Road | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | " |
| Thana* ... | 12 6 | 12 6 | 12 6 | 12 6 | 12 3 | 12 6 | 12 6 | " |
| Thergaon ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | " |
| Tikekarwadi | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | " |
| Ujjain ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | " |
| Via Ujjain (for G. L. Ry. stations)‡. | 10-0-3 | 10-0-3 | 10-0-3 | 10-0-3 | 10-0-3 | 10-0-3 | 10-3-3 | " |
| Varangaon | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Vikhrolit* ... | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 8 | " |
| Vilad ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | " |
| Wadi (a) ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 7 | 11 7 | " |
| Via Wadi (for N. S. Ry. stations). | 13 2 | 13 2 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | " |
| Wardha ... | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | 8 12 | Via Asansol and Nagpur. |
| Warora ... | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | " |
| Wun ... | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | 9 2 | " |
| Yadgiri ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | Via Naini. |
| Yeola ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 11 0 | 11 0 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates do not include the transhipment charge which must be levied in addition, where due.

(a) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

‡ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only but do not include the G. I. P. Ry. terminal charge.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton where leviable.

† This station is open for coal traffic consigned to E. C. Nanjis Bone Mill and for Carbon Products Company only. Siding charge should be levied in addition to these rates.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 699.

| Stations to | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Bhirkunda Siding | Ray | Route |
|--------------------------------------------|---------|----------------|-------------|--------|-------------|-----------|------------------|--------|-----------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Pulgaon ... | 9 7 | 9 7 | ... | b8 12 | 8 9 | ... | 8 9 | 8 12 | Via Barka Kana and Nagpur. |
| Via Pulgaon† | 9 3 | 9 3 | ... | b8 8 | 8 5 | ... | 8 5 | 8 8 | |
| Raichur ... | 12 13 | 12 13 | 12 2 | 12 2 | 12 0 | 11 14 | 12 0 | 12 2 | Via Naini. |
| Via Raichur (for M. & S. M. Ry. stations). | 12 9 | 12 9 | 11 14 | 11 14 | 11 12 | 11 10 | 11 12 | 11 14 | " |
| Raver ... | 9 2 | 9 2 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 9 14 | " |
| Sagauria ... | 7 9 | 7 9 | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 3 | " |
| Saugor ... | 7 5 | 7 5 | 8 0 | 8 0 | 8 5 | 8 3 | 8 3 | 8 0 | " |
| Savda ... | 9 2 | 9 5 | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Sehore Cant. | 8 7 | 8 7 | 9 2 | 9 2 | 9 5 | 9 5 | 9 5 | 9 2 | " |
| Shahabad ... | 12 7 | 12 7 | 11 11 | 11 11 | 11 9 | 11 7 | 11 9 | 11 11 | " |
| Shujaulpur | 8 9 | 8 9 | 9 5 | 9 7 | 9 9 | 9 7 | 9 7 | 9 5 | Via Naini. |
| Shegaon ... | 9 11 | 9 11 | ... | b9 9 | d9 5 | ... | 9 7 | 9 9 | " |
| Shirud ... | 10 0 | 10 0 | 10 9 | 10 11 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Sholaka ... | 7 14 | 7 14 | 8 9 | 8 9 | 8 12 | 8 12 | 8 12 | 8 7 | Via Agra Cant. |
| Sholapur ... | 12 0 | 12 0 | 12 4 | 12 7 | 12 2 | 12 2 | 12 2 | 12 4 | Via Naini. |
| Sutna ... | 6 7 | 6 7 | 6 12 | 6 14 | 7 0 | 6 14 | 6 14 | 6 12 | " |
| Talbahat ... | 7 3 | 7 3 | 7 14 | 8 0 | 8 3 | 8 3 | 8 0 | 7 14 | " |
| Talegaon ... | 11 9 | 11 11 | 12 4 | 12 7 | 12 2 | 12 2 | 12 2 | 12 4 | Via Naini Manmad and Dhond. |
| Tarana Road | 8 14 | 9 0 | 9 9 | 9 11 | 9 14 | 9 14 | 9 11 | 9 9 | Via Naini. |
| Thana* ... | 11 10 | 11 10 | 12 3 | 12 6 | 12 1 | 12 1 | 12 3 | 12 3 | " |
| Thergaon ... | 10 5 | 10 5 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | " |
| Tikekarwadi | 12 0 | 12 0 | 12 4 | 12 4 | 12 2 | 12 2 | 12 2 | 12 4 | " |
| Ujjain ... | 9 0 | 9 0 | 9 11 | 9 14 | 10 0 | 10 0 | 9 14 | 9 11 | " |
| Via Ujjain (for G. L. Ry. stations).§ | 8-14-3 | 8-14-3 | 9-9-3 | 9-12-3 | 9-14-3 | 9-14-3 | 9-12-3 | 9-9-3 | " |
| Varangaon | 9 5 | 9 7 | ... | 10 0b | 9 11d | ... | 9 11 | 9 14 | " |
| Vikhroli†* | 11 10 | 11 10 | 12 6 | 12 6 | 12 3 | 12 1 | 12 3 | 12 6 | " |
| Vilad ... | 10 11 | 10 11 | 11 7 | 11 7 | 11 4 | 11 2 | 11 4 | 11 7 | " |
| Wadi (a) ... | 12 0 | 12 0 | 11 5 | 11 7 | 11 3 | 11 3 | 11 5 | 11 7 | " |
| Via Wadi (for N. S. Ry. stations). | 12 5 | 12 7 | 13 0 | 13 2 | 12 14 | 12 14 | 12 14 | 13 0 | " |
| Wardha ... | 9 5 | 9 5 | ... | 8 9b | 8 7 | ... | 8 7 | 8 9 | Via Barka Kana and Nagpur. |
| Warora ... | 9 9 | 9 9 | ... | 9 0b | 8 12 | ... | 8 12 | 8 14 | " |
| Wun ... | 9 11 | 9 11 | ... | 9 2b | 8 14 | ... | 8 14 | 9 0 | " |
| Yadgiri ... | 12 9 | 12 9 | 11 14 | 11 14 | 11 11 | 11 9 | 11 11 | 11 14 | Via Naini. |
| Yeola ... | 10 5 | 10 5 | 10 14 | 11 0 | 10 11 | 10 11 | 10 11 | 10 14 | " |

* These rates include the G. I. P. Ry. Ghat charge of Re. 0-8-0 per ton.

† These rates do not include the transhipment charge which must be levied in addition, where due.

(a) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

§ These rates include the G. I. P. Ry. transhipment charge of Re. 0-2-3 per ton only but do not include the G. I. P. Ry. terminal charge.

† This station is open for Coal traffic consigned to E. C. Nauji's Bone Mill and for Carbon Products Company only. Siding charge should be levied in addition to these rates.

(b) These rates apply via Chandrapura and Nagpur.

(d) These rates apply via Barka Kana and Nagpur.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the G. I. P. Ry. terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition see notes (i) and (ii) under "N.B." at page 699.

GWALIOR LIGHT RAILWAY

1. Basis for charge.—Coal, Coke and Patent Fuel in bulk at owner's risk, loading and unloading being done by owners are charged from via Gwalior to any station on this Railway (except to stations on Ujjain-Agar Branch) at the rate of Re. 0-5-0 per wagon of $7\frac{1}{2}$ and 8 tons carrying capacity per mile. For rates chargeable from via Ujjain to stations on Ujjain-Agar Branch, see paragraph 4.

In the case of traffic booked from stations on the broad gauge Railways via Gwalior each broad gauge wagon of 16 tons or less than 16 tons is considered as equivalent to two Gwalior Light Railway wagons of $7\frac{1}{2}$ and 8 tons and each broad gauge wagon more than 16 tons, equivalent to three Gwalior Light Railway wagons of $7\frac{1}{2}$ and 8 tons.

2. Transshipment charge.—The Gwalior Light Railway levy a transshipment charge of Re. 0-2-3 per ton at Gwalior and Re. 0-2-3 per ton at Ujjain.

3. The following are the distances and calculated rates without terminals from via Gwalior to the undermentioned stations on the Gwalior Light Railway.

| Miles | Station | Rate per G. L. Ry. wagon of $7\frac{1}{2}$ and 8 tons | Miles | Station | Rate per G. L. Ry. wagon of $7\frac{1}{2}$ and 8 tons |
|-------|---------|-------------------------------------------------------------------|-------|---------|-------------------------------------------------------------------|
| | | Rs. a. p. | | | Rs. a. p. |

(Gwalior-Sheopur-Kalan Section.)

| | | | | | |
|----|----------------|--------|-----|------------------|--------|
| 12 | Bamour-gaon .. | 7 0 0 | 67 | Bijapur Road .. | 21 0 0 |
| 10 | Moti Jheel .. | 7 0 0 | 78 | Birpur .. | 24 0 0 |
| 10 | Ghosipura ..* | 7 0 0 | 86 | Sillipur .. | 27 0 0 |
| 25 | Sumaoli .. | 8 0 0 | 92 | Ikdor .. | 29 0 0 |
| 32 | Jora-Alapur .. | 10 0 0 | 101 | Seroni Road .. | 32 0 0 |
| 37 | Sikroda* .. | 12 0 0 | 103 | Khojeepura .. | 32 0 0 |
| 44 | Kailaras .. | 14 0 0 | 112 | Girdharpur .. | 35 0 0 |
| 51 | Semai* .. | 16 0 0 | 120 | Dantarda* .. | 38 0 0 |
| 58 | Sabargarh .. | 18 0 0 | 124 | Sheopur-Kalan .. | 39 0 0 |
| 64 | Rampahari .. | 20 0 0 | | | |

(Gwalior-Shivpuri Section.)

| | | | | | |
|----|-------------------|--------|----|--------------|--------|
| 10 | Sakhya-vilas* .. | 7 0 0 | 39 | Mahona .. | 12 0 0 |
| 10 | Jiwajiganj .. | 7 0 0 | 45 | Bhangarh* .. | 14 0 0 |
| 10 | Bela-ka-Baori* .. | 7 0 0 | 51 | Chorepura .. | 16 0 0 |
| 15 | Punniar .. | 7 0 0 | 64 | Satanwara .. | 20 0 0 |
| 22 | Naunanda .. | 7 0 0 | 75 | Shivpuri .. | 23 0 0 |
| 31 | Renhat .. | 10 0 0 | | | |

(Gwalior-Bhind Section.)

| | | | | | |
|----|-----------------------------------|-------|----|------------------|--------|
| 10 | Morar Cantonment .. | 7 0 0 | 16 | Rethora Kalan .. | 7 0 0 |
| 10 | Kampoo Kothi .. | 7 0 0 | 21 | Nonera .. | 7 0 0 |
| 10 | Gwalior Engineering Works.* .. | 7 0 0 | 28 | Goha Road .. | 9 0 0 |
| 10 | Elgin Club .. | 7 0 0 | 38 | Soni .. | 12 0 0 |
| 10 | Gola-ka-mandir .. | 7 0 0 | 45 | Itehar .. | 14 0 0 |
| 13 | Sanichari .. | 7 0 0 | 52 | Bhind .. | 16 0 0 |

Note.—The G. L. Ry. transshipment charge of Re. 0-2-3 per ton at Gwalior should be levied in addition to these rates. * Closed.

Gwalior Light Ry.

4. The following are the distances and calculated rates (exclusive of the Gwalior Light Railway transshipment charge of Re. 0-2-3 per ton at Ujjain which must be levied in addition) from via Ujjain to stations on Ujjain-Agar Branch.

| Miles | Station | Rate |
|-------|-------------------|------------------------------------------------|
| | | Rs. a. p. |
| 10 | Makoria Am. | 0 15 11 per ton (b) |
| 10 | Jiwajinagar | 0 15 11 " " (b) |
| 15 | Ghatia | 1 4 5 " " (b) |
| 20 | Ghosla | 5 0 0 " " G. L. Ry. wagon of 7½ and 8 tons (b) |
| 27 | Pat | 6 0 0 " " " " " " (b) |
| 32 | Tanodia | 8 0 0 " " " " " " (b) |
| 42 | Agar | 9 0 0 " " " " " " (b) |

(b) These are special rates.

DHOLPUR STATE RAILWAY

1. **Basis for charge.**—Coal, Coke and Patent Fuel are charged over the Dholpur State Railway at the rate of ¼th pie per maund per mile, subject to charge on the full carrying capacity of the wagon used.

2. **Transshipment charge.**—The Dholpur State Railway levy a transshipment charge of one pie per maund or Re. 0-2-3 per ton at Dholpur in addition to the Great Indian Peninsula Railway transshipment charge of Re. 0-2-3 per ton.

3. **Minimum distance for charge.**—The minimum distance for charge is 10 miles.

4. The following are the distances and rates per wagon between via **Dholpur** and the stations on the Dholpur State Railway. These rates apply to wagons of 8 tons carrying capacity, and if boige wagons are used these charges will be doubled.

| Station | Dis- tances | Rate per wagon (a) | Station | Dis- tances | Rate per wagon (a) |
|--------------------|----------------|-----------------------|------------------|----------------|-----------------------|
| | Miles | Rs. a. p. | | Miles | Rs. a. p. |
| Nurpura* | 10 | 3 7 0 | Tantpur | 37 | 9 9 0 |
| Garhi-Sandra | 12 | 3 14 0 | Ranpura | 33 | 8 10 0 |
| Soorothee | 13 | 4 1 0 | Angai | 35 | 9 1 0 |
| Talshahi | 18 | 5 4 0 | Kankret | 38 | 9 12 0 |
| Bari | 20 | 5 11 0 | Barauli | 40 | 10 4 0 |
| Mohari | 25 | 6 13 0 | Bhendipura | 42 | 10 12 0 |
| Baseri | 29 | 7 12 0 | Sirmuttra | 44 | 11 6 0 |
| Bagthar* | 32 | .. | | | |

* Not open for goods traffic.

(a) These rates include the Dh. S. Ry. transshipment charge of Re. 0-2-3 per ton only at Dholpur.

CENTRAL PROVINCES RAILWAYS

Including—

1. Murtaapur-Ellichpur Railway.
2. Murtaapur-Yeotmal Railway.
3. Pulgaon Arvi Railway.
4. Darwha-Pusad Railway.

1. **Coal—Basis for charge of.**—Coal, Coke, and Patent Fuel, O. R., C. C., L., are charged at the rate of 0.165 pie per maund per mile. First class rate is charged when booked at R. R.

2. **Terminal charge.**—A terminal charge Re. 0-4-0 per ton at the receiving end is levied on all coal booked to stations on the Central Provinces Railways.

Central Provinces Rys.

3. **Transshipment charge.**—A transshipment charge of Rs. 0-4-6 per ton is levied by the Great Indian Peninsula Railway at Murtajapur and at Pulgaon on all coal booked via these Junctions.

4. The following are the distances and calculated rates per ton for Public Coal, Coke and Patent Fuel, exclusive of the terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-4-6 per ton, from via **Murtajapur** and via **Pulgaon** to the undermentioned stations on the Central Provinces Railways.

| Station to | Via Murtajapur | | Via Pulgaon | |
|--------------------------------------|----------------|----------------|-------------|----------------|
| | Distance | Rate per maund | Distance | Rate per maund |
| Murtajapur-Ellichpur Section— | Miles | Rs. a. p. | Miles | Rs. a. p. |
| Lakburi§§ | 10 | 0 9 0 | .. | .. |
| Banosa | 14 | 0 9 0 | .. | .. |
| Kokalda | 22 | 0 9 0 | .. | .. |
| Kapustalni | 26 | 0 9 0 | .. | .. |
| Anjangaon | 32 | 0 11 0 | .. | .. |
| Pathrot | 37 | 0 14 0 | .. | .. |
| Ellichpur | 48 | 1 2 0 | .. | .. |
| Murtajapur-Yeotmal Section— | | | | |
| Kinkhed* | 10 | 0 9 0 | .. | .. |
| Vilegaon §§ | 12 | 0 9 0 | .. | .. |
| Karanja | 20 | 0 9 0 | .. | .. |
| Dadgaon §§ | 25 | 0 9 0 | .. | .. |
| Sangwi | 30 | 0 11 0 | .. | .. |
| Warud Khed§§ | 34 | 0 14 0 | .. | .. |
| Bhandegaon* | 40 | 1 0 0 | .. | .. |
| Darwha Moti Bagh | 45 | 1 0 0 | .. | .. |
| Via Darwha Moti Bagh | 45 | § 1 0 0 | .. | .. |
| Tapona | 52 | 1 4 0 | .. | .. |
| Ladkhed* | 56 | 1 4 0 | .. | .. |
| Lasina | 63 | 1 7 0 | .. | .. |
| Yeotmal | 70 | 1 11 0 | .. | .. |
| Pulgaon-Arvi Section— | | | | |
| Rohna§§ | .. | .. | 10 | 0 9 0 |
| Pargothan* | .. | .. | 15 | 0 9 0 |
| Arvi | .. | .. | 20 | 0 9 0 |

§§ Not open for coal in full wagon loads.

Note.—The above rates are exclusive of the terminal charge of Re. 0-4-0 per ton at the receiving end and the transshipment charge of Re. 0-4-6 per ton at Murtajapur or Pulgaon, which must be levied in addition.

* Closed.

§§ The terminal charge is not leviable.

5. The following are the distances and calculated rates per ton for Public Coal & Coke and Patent Fuel (exclusive of the terminal charge of Re. 0-4-0 per ton which must be levied in addition) from via **Darwha Moti Bagh** to the undermentioned stations on **Darwha-Pusad Railway**.

| Station to | Distance in miles | Rate per ton O.R., C. C., L. | Remarks |
|--------------------|-------------------|------------------------------|------------------------------------------------------------------------|
| | | Rs. a. p. | |
| Sakra ° | 10 | 0 9 0 | The terminal charge of Rs. 0-4-0 per ton should be levied in addition. |
| Digras | 19 | 0 9 0 | |
| Mahur Road | 19 | 0 11 0 | |
| Pusad | 43 | 1 0 0 | |

C.P., P.J. & D.B. Rys.

6. **Vidarbha Mills Siding.**—On Coal, Coke and Patent Fuel, booked to Vidarbha Mills Siding at Ellichpur a siding charge of Re. 1-0-0 per four-wheeled wagon subject to a minimum charge of Rs. 2-0-0 per trip, will be levied in addition to rates to Ellichpur. The siding charge will be recovered locally at the time of delivery and must not be shown on the Invoices and Railway Receipts.

PACHORA JAMNER RAILWAY

1. **Coal—Basis for charge of.**—Coal, Coke, and patent Fuel, O. R., C. C., L., are charged at the rate of 0·165 pie per maund per mile. First class rate is charged when booked at Railway Risk.

2. **Terminal charge.**—A terminal charge of Re. 0-4-0 per ton at the receiving end is levied on all coal booked to stations on this Railway.

3. **Transshipment charge.**—A transshipment charge of Re. 0-4-6 per ton is levied by the Great Indian Peninsula Railway on all coal booked via Pachora Junction. This transshipment charge is subject to the levy of the 12½ per cent surcharge as notified in paragraph 2, page 676.

4. The following are the distances and calculated rates per ton for Public Coal, Coke, and Patent Fuel, exclusive of the terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-4-6 per ton and transshipment charge of Re. 0-4-6 per ton, from via Pachora to the undermentioned stations.

| Distance | Station to | | | | | | Rate per ton | |
|----------|------------|----|----|----|----|----|--------------|------|
| Miles | | | | | | | Rs. | p. |
| 10 | Varkhedi | .. | .. | .. | .. | .. | 0 | 9 0 |
| 18 | Shendurni | .. | .. | .. | .. | .. | 0 | 9 0 |
| 25 | Pahur | .. | .. | .. | .. | .. | 0 | 9 0 |
| 35 | Jamner | .. | .. | .. | .. | .. | 0 | 14 0 |

Note.—These rates are exclusive of the terminal charge of Re. 0-4-0 per ton at the receiving end and the transshipment charge of Re. 0-4-6 per ton at Pachora, which must be levied in addition.

DHOND BARAMATI RAILWAY

1. **Coal—Basis for charge of.**—Coal, Coke and Patent Fuel, O. R., C. C., L., are charged at the rate of 0·165 pie per maund per mile. First class rate is charged when booked at Railway Risk.

2. **Terminal charge.**—A terminal charge of Re. 0-4-0 per ton at the receiving end is levied on all coal booked to stations on this Railway.

3. **Transshipment charge.**—A transshipment charge of Re. 0-4-6 per ton is levied by the Great Indian Peninsula Railway on all coal booked via Dhond Junction. This transshipment charge is subject to the levy of the 12½ per cent surcharge as notified in paragraph 2, page 676.

4. The following are the distances and calculated rates per ton for Public Coal, Coke and Patent Fuel, exclusive of the terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-4-6 per ton, from via Dhond to the undermentioned stations.

| Distance | Station to | | | | | | Rate per ton | |
|----------|--------------|----|----|----|----|----|--------------|-------|
| Miles | | | | | | | Rs. | a. p. |
| 14 | Shirsuphal * | .. | .. | .. | .. | .. | 0 | 9 0 |
| 28 | Baramati | .. | .. | .. | .. | .. | 0 | 11 0 |

Note.—These rates are exclusive of the terminal charge of Re. 0-4-0 per ton at the receiving end and the transshipment charge of Re. 0-4-6 per ton at Dhond, which must be levied in addition.

* Closed.

BARSI LIGHT RAILWAY

1. **Basis for charge.**—(a) Coal, Coke and Patent Fuel, are charged over this Railway at the rate of 20 pie per maund per mile. A terminal charge of three pies per maund is levied in case of Coal, Coke and Patent Fuel.

(b) Coal, Coke and Patent Fuel in bags (in small lots) are charged on the Barsi Light Railway at the rate of 20 pie per maund per mile. A terminal charge of 10 pies per maund is levied on Coal in bags (in small lots). No transshipment charge is levied by the Barsi Light Railway in such cases.

2. **Transshipment charge.**—A transshipment charge of Re. 0-2-3 per ton (in addition to the Great Indian Peninsula Railway and Madras and Southern Mahratta Railway charge of Re. 0-2-3 per ton) is levied by the Barsi Light Railway on all Coal, Coke and Patent Fuel booked through via Kurduwadi and via Miraj Junctions.

3. The following are the calculated rates for Coal, Coke and Patent Fuel (not in small lots) inclusive of the terminal charge, where leviable, O. R., L., from via Miraj and via Kurduwadi to stations on the Barsi Light Railway.

| Station to | Via Miraj† | | | Via Kurduwadi‡ | | |
|------------------------|--------------------------------------|----------------|--------------|--------------------------------------|----------------|--------------|
| | Rates for Coal, Coke and Patent Fuel | | | Rates for Coal, Coke and Patent Fuel | | |
| | Miles | Rate per maund | Rate per ton | Miles | Rate per maund | Rate per ton |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Via Miraj | .. | .. | .. | 118 | 0 2 0 | 3 6 5½ |
| Miraj | .. | .. | .. | 118 | 0 2 3 | 3 13 3 |
| Bolwad | 4 | 0 0 5 | 0 11 4 | 115 | 0 2 2 | 3 11 0 |
| Bedag* | 7 | 0 0 5 | 0 11 4 | 112 | .. | 3 8 9 |
| Arag | 11 | 0 0 5 | 0 11 4 | 108 | 0 2 1 | 3 8 9 |
| Ashni Road | 18 | 0 0 7 | 0 15 11 | 101 | 0 1 11 | 3 4 2 |
| Sulgare | 21 | 0 0 7 | 0 15 11 | 97 | 0 1 10 | 3 1 11 |
| Dhulgaon | 26 | 0 0 8 | 1 2 2 | 93 | 0 1 10 | 3 1 11 |
| Kavathe Mahankal | 29 | 0 0 9 | 1 4 5 | 90 | 0 1 9 | 2 5 8 |
| Langarpeth | 36 | 0 0 10 | 1 6 8 | 83 | 0 1 8 | 2 13 4 |
| Agran Dhulgaon | 39 | 0 0 11 | 1 8 11 | 80 | 0 1 7 | 2 11 1 |
| Gulvanachi | 45 | 0 1 0 | 1 11 3 | 74 | 0 1 6 | 2 8 10 |
| Jath Road | 50 | 0 1 1 | 1 13 6 | 69 | 0 1 5 | 2 6 7 |
| Javla | 56 | 0 1 2 | 1 15 9 | 62 | 0 1 3 | 2 2 2 |
| Wasud | 62 | 0 1 3 | 2 2 0 | 57 | 0 1 2 | 1 15 9 |
| Sangola | 67 | 0 1 4 | 2 4 4 | 52 | 0 1 1 | 1 13 6 |
| Ramani | 73 | 0 1 6 | 2 8 10 | 46 | 0 1 0 | 1 11 3 |
| Bohali | 79 | 0 1 7 | 2 11 1 | 40 | 0 0 11 | 1 8 11 |
| Pandharpur | 85 | 0 1 8 | 2 13 4 | 33 | 0 0 10 | 1 6 8 |
| Babhulgaon | 93 | 0 1 10 | 3 1 11 | 26 | 0 0 8 | 1 2 2 |
| Ashti | 99 | 0 1 11 | 3 4 2 | 20 | 0 0 7 | 0 15 11 |
| Modlimb | 333 | 0 2 0 | 3 6 5 | 14 | 0 0 6 | 0 13 7 |
| Padsali | 110 | 0 2 1 | 3 8 9 | 8 | 0 0 5 | 0 11 4 |
| Leul | 113 | 0 2 2 | 3 11 0 | 6 | 0 0 5 | 0 11 4 |
| Kurduwadi | 118 | 0 2 3 | 3 13 3 | .. | .. | .. |

* Not open for Coal in full wagon loads.

† These rates are exclusive of the Barsi Light Railway's transshipment charge of Re. 0-2-3 per ton leviable on Coal, Coke and Patent Fuel booked via Miraj (in addition to the transshipment charge of Re. 0-2-3 per ton levied by Madras and Southern Mahratta Railway.)

‡ These rates are exclusive of the Barsi Light Railway's transshipment charge of Re. 0-2-3 per ton leviable on Coal, Coke and Patent Fuel booked via Kurduwadi (in addition to the Great Indian Peninsula Railway's transshipment charge of Re. 0-2-3 per ton.)

Barsi Light Ry.

| Station to | Via Miraj† | | | Via Kurduwadi‡ | | |
|------------------|--------------------------------------|----------------|--------------|-------------------------------------|----------------|--------------|
| | Rates for Coal, Coke and Patent Fuel | | | Rates for Coal Coke and Patent Fuel | | |
| | Miles | Rate per maund | Rate per ton | Miles. | Rate per maund | Rate per ton |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Via Kurduwadi .. | 118 | 0 2 0 | 3 6 5 | .. | .. | .. |
| Mahisgaon .. | 124 | 0 2 4 | 3 15 6 | 7 | 0 0 5 | 0 11 4 |
| Shendri .. | 129 | 0 2 5 | 4 1 9 | 12 | 0 0 5 | 0 11 4 |
| Uplai .. | 135 | 0 2 6 | 4 4 1 | 17 | 0 0 6 | 0 13 7 |
| Barsi Town .. | 139 | 0 2 7 | 4 6 4 | 22 | 0 0 7 | 0 15 11 |
| Kuslamb .. | 146 | 0 2 8 | 4 8 7 | 28 | 0 0 9 | 1 4 5 |
| Pangri .. | 152 | 0 2 9 | 4 10 0 | 34 | 0 0 10 | 1 6 8 |
| Yedsi .. | 159 | 0 2 11 | 4 15 5 | 42 | 0 0 11 | 1 8 11 |
| Kalamb Road .. | 166 | 0 3 0 | 5 1 8 | 49 | 0 1 1 | 1 13 6 |
| Dhoki .. | 170 | 0 3 1 | 5 3 11 | 52 | 0 1 1 | 1 13 6 |
| Thair .. | 172 | 0 3 1 | 5 3 11 | 55 | 0 1 2 | 1 15 9 |
| Palsap .. | 176 | 0 3 2 | 5 6 2 | 58 | 0 1 3 | 2 2 0 |
| Murud .. | 180 | 0 3 3 | 5 8 6 | 62 | 0 1 3 | 2 2 0 |
| Neol .. | 184 | 0 3 4 | 5 10 9 | 67 | 0 1 4 | 2 4 4 |
| Owsa Road .. | 191 | 0 3 5 | 5 13 0 | 73 | 0 1 6 | 2 8 10 |
| Hangul .. | 197 | 0 3 6 | 5 15 3 | 80 | 0 1 7 | 2 11 1 |
| Latur .. | 203 | 0 3 8 | 6 3 10 | 85 | 0 1 8 | 2 13 4 |

† These rates are exclusive of the Barsi Light Railway's transshipment charge of Re. 0-2-3 per ton leviable on Coal, Coke and Patent Fuel booked *via* Miraj (in addition to the transshipment charge of Re. 0-2-3 per ton levied by Madras and Southern Mahratta Railway.)

‡ These rates are exclusive of the Barsi Light Railway's transshipment charge of Re. 0-2-3 per ton leviable on Coal, Coke and Patent Fuel booked *via* Kurduwadi (in addition to the Great Indian Peninsula Railway's transshipment charge of Re. 0-2-3 per ton.)

4. List of sidings on Barsi Light Railway with particulars of charges.

| Item No. (1) | Name of siding (2) | Station by which worked (3) | Particulars of siding charges to be made over and above the rates to and from the station by which the sidings are worked (Col. 3). (4) |
|-----------------|-------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | The Gokuldas Kalyanjee Press siding. | Barsi Town .. | One pie per maund subject to a minimum of Re. 1-0-0 per consignment. |
| 2 | The Lokamanya Mill Siding .. | Do. .. | Haulage charge of Re. 1-0-0 and Rs. 2-0-0 per 4-wheeled and Bogie wagon respectively. No siding charge is levied. |
| 3 | The Jayshankar Mills Siding .. | Do. .. | Ditto ditto. |
| 4 | The Laxmi Ginning and Pressing Factory Siding. | Latur .. | Ditto ditto. |
| 5 | The Sholapur Spinning and Weaving Mills Siding. | Do. .. | Ditto ditto. |
| 6 | The Shrikrishna Press Siding .. | Do. .. | One pie per maund subject to a minimum of Re. 1-0-0 per consignment. |

Barai Light Ry.

5. The following are the calculated through rates per ton for Public Coal, Coke, and Patent Fuel in full wagon loads, O. R., L., from the East Indian Railway Colliery stations to Miraj and via, via Naini and Kurduwadi.

| Station | Miraj (for Coal, Coke and Patent Fuel). | Via Miraj (for Coal, Coke and Patent Fuel). | Station | Miraj (for Coal, Coke and Patent Fuel). | Via Miraj (for Coal, Coke and Patent Fuel). |
|--------------------|-----------------------------------------|---------------------------------------------|---------------------|-----------------------------------------|---------------------------------------------|
| | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Ondal .. | 16 1 9 | 15 10 11 | Kusunda .. | .. | .. |
| Ukhra .. | 16 1 9 | 15 10 11 | Jheriah .. | .. | .. |
| Pandaveswar .. | 16 4 9 | 15 13 11 | Pathardihi .. | 15 15 9 | 15 8 11 |
| Samla No. 4 .. | 16 4 9 | 15 13 11 | Katrasgarh .. | .. | .. |
| Palasthali .. | 16 6 9 | 15 15 11 | Serampur .. | 16 8 9 | 16 1 11 |
| Panchra .. | 16 4 9 | 15 13 11 | Kurhurbaree .. | 16 8 9 | 16 1 11 |
| Raniganj .. | 16 1 9 | 15 10 11 | Domohani No. 2 .. | 16 8 9 | 16 1 11 |
| Raniganj Siding .. | 16 1 9 | 15 10 11 | Chara .. | 16 4 9 | 15 13 11 |
| Raniganj, Ghat .. | 16 1 9 | 15 10 11 | Toposi .. | 16 1 9 | 15 10 11 |
| Kalipahari .. | 15 15 9 | 15 8 11 | Singaran .. | 16 4 9 | 15 15 11 |
| Asansol .. | 15 15 9 | 15 8 11 | Ikrah .. | 16 1 9 | 15 10 11 |
| Dhadka .. | 15 15 9 | 15 8 11 | Jamuria .. | 16 1 9 | 15 10 11 |
| Jainti Siding .. | 16 4 9 | 15 13 11 | Barabani .. | 16 1 9 | 15 10 11 |
| Kamatar .. | 16 4 9 | 15 13 11 | Churulia .. | 16 4 9 | 15 13 11 |
| Sitarampur .. | 16 1 9 | 15 10 11 | Gaurangdi .. | 16 4 9 | 15 13 11 |
| Shamdih .. | 16 1 9 | 15 10 11 | Rajhara .. | 15 6 9 | 14 15 11 |
| Kulti .. | 16 1 9 | 15 10 11 | Rajhara Siding .. | 15 8 9 | 15 1 11 |
| Barakar .. | 16 1 9 | 15 10 11 | Chandrapura .. | 16 1 9 | 15 10 11 |
| Mugma .. | 16 1 9 | 15 10 11 | Bermo .. | 16 4 9 | 15 13 11 |
| Mugma West .. | 16 1 9 | 15 10 11 | Ranchi Road .. | 15 15 9 | 15 8 11 |
| Kaloobathan .. | 16 1 9 | 15 10 11 | Barkakana .. | 15 15 9 | 15 8 11 |
| Dhanbad .. | 16 4 9 | 15 13 11 | Bhurkunda Siding .. | 15 15 9 | 15 8 11 |
| | | | Ray .. | 16 1 9 | 15 10 11 |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-4-6 per ton at Kurduwadi (due to G. I. P. and B. L. Rys.)

† In through booking via Miraj a transhipment charge of Re. 0-4-6 per ton (due to B. L. and M. & S. M. Rys.) must be levied in addition.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges, subject to a maximum rate of Re. 1-0-0 per ton, up to via Kurduwadi (inclusive of the G. I. P. Ry. transhipment charge only) is leviable in addition (except on soft coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on soft coke.

MATHERAN (HILL) LIGHT RAILWAY

1. **Rate for charge.**—Coal, Coke and Patent Fuel may be booked to Matheran station on this Light Railway via Neral. Coal, Coke and Patent Fuel O. R., W.-R., L., from via Neral to Matheran are charged at the rate of Re. 0-4-0 per maund, the lump sum rate for Matheran (Hill) Light Railway wagon which is equal to 80 maunds being Rs. 20 per wagon. No terminal charge at the receiving end will be levied in addition. Fraction of a maund is charged at maund rate.

2. **Transhipment charge.**—The G. I. P. Railway levy a transhipment charge of Re. 0-4-6 per ton at Neral on all Coal, Coke and Patent Fuel booked to Matheran.

BOMBAY PORT TRUST RAILWAY

1. The Bombay Port Trust Railway serves all the Docks and Bunders of the Port of Bombay. This Railway is connected with the Great Indian Peninsula Railway and the Bombay, Baroda and Central India Railway at Wadala Junction, where interchange of traffic is effected. But traffic between the Great Indian Peninsula Railway and the Bombay, Baroda and Central India Railway cannot be booked via Wadala Junction.

B. P. T. Ry.

2. Rates for Coal.—The rates for coal from Foreign Railway stations consigned to any station on the Bombay Port Trust Railway are the same as to Bombay (Great Indian Peninsula Railway or Bombay, Baroda and Central India Railway, as the case may be), **plus the local charges due to the Bombay Port Trust Railway.** The local charges are in all cases realised by the Bombay Port Trust Railway and are therefore not shown on the Invoices.

3. The following are the stations on the Bombay Port Trust Railway.

- (1) **Wadala (B. P. T. W.)**—Open for coal for Messrs. Madhav Lal & Co., when consigned by Kusunda and Nyadee Collieries Co. Closed for coal except as above.
- (2) **Oil Depot (B. P. T. O.)**—Open for coal for the “Burmah Shell Oil Storage and Distributing Co., of India Ltd.” Oil and Petrol Co.’s Private Siding, the Public siding, Messrs. Mahomedali Tajbhay, Mr. Gayadin Ram, Messrs. The National Asphalt & General Trading Corporation, Messrs. Bhagat & Sons and “Messrs. Swastik Oil Mills Ltd.” Closed for Charcoal.
- (3) **Stores Depot (B. P. T. S.)**—Open for coal intended for Haji Bunder Siding. Open for Coal for Messrs. Hindusthan Vanaspati Trading Co. Ltd.” and Messrs. Lever Bros. (India) Ltd.
- (4) **Coal Depot B. P. T. K.**—Open for coal and charcoal without restriction.
- (5) **Manganese Depot (B. P. T. M.)**—Open for coal in wagon loads for the Hindusthan Iron or Steel Products Ltd. and for Messrs. Ralli Bros. Open also for Coal for Messrs. S. D. Sethia & Co.
- (6) **Grain Depot (B. P. T. G.)**—Open for Coal consigned to (a) Superintendent, Government Telegraph Stores, (b) the Sizing Materials Co., Ltd., (c) Messrs. The Imperial Chemical Industries (India) Ltd., (d) General Motors (India) Ltd., (e) Messrs. Havero Trading Co., Ltd., (f) Messrs. The Metal Box Co. of India Ltd.
- (7) **Cotton Depot (B. P. T. C.)**—Closed for coal traffic.
- (8) **Panton Bunder (B. P. T. N.)**—Open for coal for Messrs. Alcock Ashdown & Co., Ltd., Messrs. Virji Peraj and Messrs. Mackinon Mackenzie and Co., Ltd., only. Closed for charcoal.
- (9) **Liquid Fuel Depot (B. P. T. L.)**—Open for coal for (i) Messrs. The British India Steam Navigation Co., Ltd. Chuni Lal Manilal & Co., and Andrew Yule & Co. (ii) Coke for Messrs. Killick Nixon & Co., Agents for the Bombay Steam Navigation Co., Ltd. and (iii) for Coal and Coke. Messrs. The Burmah Shell Oil Storage and Distributing Co. of India Ltd., (iv) Messrs. National Petroleum Co., (v) Messrs. Western India Oil Distributing Co., Ltd., (vi) Controller of Stores, Bombay, Port Trust and (vii) Messrs. Bharat Tiles Co.
- (10) **Victoria Dock (B. P. T. V.)**—Open for goods for shipment only.
- (11) **Alexandra Dock (B. P. T. A.)**—Open for goods traffic for shipment only. Open for Coal to the Public Siding.

Coal, in full wagon loads only, subject to the restrictions noted against each, may be booked to these stations.

All the above stations are open for goods traffic booked to or at the written request of the “Chief Engineer, Bombay Port Trust.”

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY

1. Coal, Coke and Patent Fuel—basis for charge.—(i) Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways, in full wagon loads, O. R., L., from colliery stations on the East Indian, Bengal Nagpur and Great Indian Peninsula (except Pench Valley and Chanda Collieries) Railways to stations on the Bombay, Baroda and Central India Railway Company's system [excluding the Guzerat. Rajpipla, Broach,—Jambusar, Petlad-Cambay, Dhrangadra and H. H. the Gackwar's Mehsana Railways (except cross traffic over the Mehsana-Viramgam and Kalol-Katosan Road-Viramgam lengths)], are charged at the following scale of rates on the through distance :—

| | Per maund per mile |
|------------------------------------------------------------------------------------|-----------------------|
| (1) For traffic carried for distances 400 miles and under— | |
| For all distances up to 200 miles inclusive | 0·165 pie |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive | 0·13 .. |
| (2) For traffic carried for distances over 400 miles— | |
| For all distances up to 200 miles inclusive | 0·15 .. |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive | 0·06 .. |
| Plus for any distance in excess of 400 miles | 0·05 .. |

The rate for 401 miles calculated at the scale under (2) above will apply differentially to distances less than 401 miles, wherever cheaper.

(ii) Coal, Coke and Patent Fuel in full wagon loads, at owner's risk booked to and from stations other than those situated in the collieries on Foreign Railways shown in paragraph (i) are charged at the following scale of rates on the local distance from the Jn., subject to a minimum of 25 miles.

| | | |
|------------------------------------------------------|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| For all distances up to 200 .. miles inclusive 0·165 | } Pie per maund per mile. | Plus a terminal charge of Rs. 1-2-0 per ton on traffic booked from Bombay and a terminal charge of Re. 0-4-0 per ton on other traffic. |
| Plus for any distance in excess of 200 miles 0·13. | | |

(a) **Charge on consignments of more than one wagon.**—In cases where consignments consist of more than one wagon, charge is made on actual weight, subject to the aggregate minimum charge laid down for the class of wagons supplied.

(b) **Railway Risk rates.**—Charges on Coal, Coke and Patent Fuel at Railway Risk will be 20 per cent higher than the Owner's Risk rates.

Coal, Coke and Patent Fuel in bulk is not accepted at Railway Risk, in cases where transshipment is involved en route owing to break of gauge.

2. Surcharge on Coal, Coke and Patent Fuel.—A surcharge of 12½ per cent of the existing total freight charges (inclusive of terminals, transshipment and other extra charges) subject to a maximum rate of Re. 1-0-0 per ton is levied on all Coal, Coke and Patent Fuel, both for the Public and Railways, booked from stations situated on the East Indian, Bengal Nagpur and Great Indian Peninsula Railways with the following exemption :—

Soft Coke, which is unsuitable for metallurgical purposes is exempted from this surcharge.

N. B.—The 12½ per cent. surcharge subject to a maximum rate of Re. 1-0-0 per ton is not leviable on B. B. & C. I. Railway Loco. Coal in full wagon loads, O. R., L., booked from all Collieries served by the E. I. Railway to Bombay Central (Parel) via Naini and Amalner and to Bandra via Naini and Dadar.

B. B. & C. I. Ry.

3. Surcharge cess on Soft Coke.—A surcharge cess of Re. 0-2-0 per ton is levied on Soft Coke originating at Collieries situated in the provinces of Bengal, Bihar and Orissa, vide paragraph 9, page 27 of this Tariff.

4. Terminal.—A terminal charge of Re. 0-4-0 per ton is levied by the Bombay, Baroda and Central India Railway at the receiving end on Public Coal, Coke and Patent Fuel booked to stations on the Bombay, Baroda and Central India Railway including stations on the Bombay Port Trust Railway reached via the Bombay, Baroda and Central India Railway. This terminal charge will not be levied on Coal and Coke for the use of the Bombay, Baroda and Central India Railway and on cross traffic over the Bombay, Baroda and Central India Railway.

Note—On traffic booked from East Indian Railway stations and via to stations on the Branch Lines worked by the Bombay, Baroda and Central India Railway this terminal charge will not be levied over the Bombay, Baroda and Central India Railway, but must be levied over the Branch Lines.

5. Coke Breeze.—Coke Breeze is charged over this Railway as Coke.

6. East Indian Railway charge on coal from Great Indian Peninsula Railway stations and via to Bombay, Baroda and Central India Railway stations via Cawnpore Central Goods Shed.—See under East Indian Railway.

7. Bombay, Baroda and Central India Railway Locomotive Coal to Bombay.—(i) Locomotive Coal for the Bombay, Baroda and Central India Railway in full wagon loads, at owner's risk from all collieries served by the East Indian Railway to Bombay Central is charged at the following rates—

| Route | E. I. Ry. | G. I. P. Ry. | B.B.&C.I. Ry. | Total per ton |
|---------------------------------|-----------|--------------|---------------|---------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Via Naini, Amalner and Udhna .. | 3 7 3 | 5 11 3 | 2 15 6 | 12 2 0 |

These rates include the East Indian Railway terminal charge of Re. 0-4-0 per ton.

(ii) Locomotive coal intended for the Bombay, Baroda and Central India Railway Locomotive and Carriage Department at Lower Parel, Bombay, should be invoiced to Bombay Central but the wagons should be labelled to "Lower Parel (Bombay Central) Bombay, Baroda and Central India Railway". Invoices should be sent to the Station Master, Bombay Central. The rate chargeable is the same as to Bombay Central.

8. Extra charges.—An extra charge of four annas six pies per ton is levied in the case of Coal, Coke and Patent Fuel booked to and from Carnac Bridge and stations on the Bombay Port Trust Railway, except where otherwise stated.

9. Mount Abu, Kekri and Bundi Out-Agencies.—Coal cannot be booked through to Mount Abu, Kekri and Bundi Out-Agencies.

B. B. & C. I. Ry.

10. **Sidings.**—Coal, Coke and Patent Fuel, in full wagon loads, may be booked to the undermentioned sidings on the Bombay, Baroda and Central India Railway. The siding charge leviable, in addition to the rates to the station by which the siding is served, is shown against each. Invoices must be issued to the station which serves the sidings except where otherwise specially stated.

| Names of Mills and other Sidings. | Name of Railway Station by which served. | Siding charge to be levied in addition. | Remarks. |
|----------------------------------------------------------------------|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A. | | | |
| Ahmedabad Mills sidings | See para. 11 ... | ..... | ..... |
| Bombay Development Department siding at Chowpati * (Bombay Central). | Bombay Central. | ..... | ..... |
| Bombay Development Department's siding at Kandivli.* | Borivli ... | ..... | ..... |
| Bundi Portland Cement siding. | Lakheri ... | Rates as to Lakheri are charged. | Shunting is done by owners. |
| Cotton Press and Ginning Mill siding. | Jaipur ... | Rates as to Jaipur are charged. | Ditto ditto. |
| Cotton Press siding ... | Mandawar-Mahuwa Road. | Rates as to Mandawar Mahuwa Road are charged. | Ditto ditto. |
| Dyeing and Bleaching siding. | Rutlam ... | Rs. 2/- per 4-wheeled B. G. wagon. | ..... |
| Hathras City Mill siding | Hathras City | No siding charge is levied ... | Traffic cannot be booked to and from Mill Sidings at Hathras City via Hathras Road. |
| Maharaja siding ... | Jaipur ... | Rates as to Jaipur are charged. | Shunting is done by owners. |
| Military Broad Gauge siding at Delhi Cant. | Connects with the N. W. Ry. at Delhi Ballast siding. | Rates for Coal, Coke and Patent Fuel are calculated on the through distance taking 6 miles as the distance for charge from via Delhi Ballast siding to Delhi Cant. | The distance from via Ghaziabad to via Delhi Ballast siding is 17 miles. |
| Military Siding ... | Mhow ... | Rs. 5/- per wagon ... | The siding is open for Coal for the Public generally. |
| Sabarmati Oil Mill Broad Gauge siding. | Sabarmati ... | Re 1/- per 4-wheeled loaded B. G. wagon. | ..... |
| Sajjan Mills siding ... | Rutlam ... | Rs. 2/- per 4-wheeled wagon. | The siding charge will be recovered locally and must not be shown on Invoices and Railway Receipts. |
| Stores siding Ajmer † ... | Ajmer ... | Same rates as to Ajmer ... | ..... |
| Tranship Yard, Godhara | Godhra ... | Rs. 3/- per 4-wheeled B. G. loaded wagon in addition to rates to Godhra. | Open for Railway Coal only. |
| Virar Quarry Siding ... | Virar ... | Re. 1/- per 4-wheeled wagon in addition to rates to Virar. | The shunting charge over the siding is recovered by the staff at Godhra on coal wagons unloaded from B. G. wagons in the Broad to Narrow gauge Tranship yard. The siding is open for Public Coal in wagon loads. |

* Coal traffic can not be booked to these sidings (except under special arrangements over the B. B. & C. I. Ry.)

† Consignments Intended for Loco. Supdt., Loco. Store Keeper, Carriage and Wagon Supdt., Divisional Electrical Engineer, and Assistant Store Keeper should be booked, invoiced and labelled to "Stores Siding, Ajmer" Railway Coal for Loco. Foreman, Ajmer, Signal Engineer and Engineering Department should be booked and invoiced to Ajmer Station.

| Names of Mills and other Sidings. | Name of Railway Station by which served. | Siding charge to be levied in addition. | Remarks. |
|------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| B. | | | |
| Alembic Chemical Works siding. | Baroda ... | Re 1/- per 4-wheeled B. G. loaded wagon. | The siding charge will be recovered locally and must not be shown on Invoices and Railway Receipts. Ditto ditto. |
| Ahmedabad Electrical Co. Power House siding. | Sabarmati (B. G.) | Rs. 2/- per 4-wheeled B. G. wagon subject to a minimum charge of Rs. 10/- per trip. | |
| Ahmedabad Sarangpur (Bordl) Mill siding. | Kankaria ... | Re. 1/- per 4-wheeled B. G. wagon. | Ditto ditto. |
| Bankteshwar Cotton Spinning and Weaving Mill siding. § | Bhiwani ... | Re. 1/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Edward Mills siding ... | Beawar ... | Re. -/8/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Krishna Mills siding ... | Ditto ... | Ditto ditto ... | Ditto ditto. |
| Gaekwar Mills ... | Billmora ... | Re 1/- per 4-wheeled B. G. loaded wagon subject to a minimum charge of Rs. 5/- per trip. | Ditto ditto. |
| Hiralal Vithal Das Ginning siding. | Mehsana ... | Re 1/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Chhotalal Mills Siding ... | Kalol ... | Ditto ditto ... | Ditto ditto. |
| Loco. Siding, Baroda ... | Baroda ... | Rs. 2/- per 4-wheeled B. G. loaded wagon. | Ditto ditto. |
| Mahalaxmi Mill Siding ... | Beawar ... | Re. 1/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Maharaja Mills Siding ... | Baroda ... | Re. 1/- per 4-wheeled B. G. loaded wagon. | Ditto ditto. |
| Manure Manufacturing Co.'s Siding. | Neemuch ... | Rs. 2/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Miyagram Press Co.'s Siding. | Miyagam ... | Re. 1/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Nandlal Bhandari Mills Siding. | Indore ... | Rs. 2/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Naranbhai Keshavlal Siding. | Petlad ... | Re. 1/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| New Shorrock Mills Siding. | Nadiad ... | Re. 1/- per 4-wheeled B. G. loaded wagon. | Ditto ditto. |
| Pioneer Magnesia Works | Kharaghoda ... | Ditto ditto ... | Ditto ditto. |
| Pipe Yard Siding or Baroda State Store Siding. | Baroda ... | Ditto ditto ... | Ditto ditto. |
| Siding for Messrs. Darashaw Shawakshaw Bros. | Kosamba ... | Ditto ditto ... | Ditto ditto. |
| Power House ... | Indore ... | Rs. 2/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Gustasp Rustomji Cotton Press. | Miyagam ... | Re. 1/- per 4-wheeled B. G. loaded wagon. | Ditto ditto. |
| The Navjivan Mills Ltd. Siding. | Kalol ... | Re. 2/- per 4-wheeled B. G. loaded wagon. | Ditto ditto. |
| Sayaji Jubilee Cotton and Jute Mill Siding. | Sidhpur ... | Re. -/8/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Siree Vankateshwar Cotton Ginning and Pressing Factory Siding. § | Jaora .. | Re. 1/- per 4-wheeled M. G. loaded wagon | Ditto ditto. |

| Names of Mills and other Sidings. | Name of Railway Station by which served. | Siding charge to be levied in addition | Remarks. |
|----------------------------------------|------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| B.—(Concl'd.) | | | |
| Shri Ambica Mills Sidings | Kankaria ... | Rs. 2/- per 4-wheeled B. G. wagon. | The siding charge will be recovered locally and must not be shown on Invoices and Railway Receipts. |
| The Shri Shakti Alkali Works Siding. | Dhrangadra ... | Re. 1/- per 4-wheeled M. G. loaded wagon. | Ditto ditto. |
| Sidhpur Mills Co.'s Siding. | Sidhpur ... | Ditto ditto ... | Ditto ditto. |
| Sri Sayaji Mills Siding ... | Baroda ... | Re. 1/- per 4-wheeled B. G. loaded wagon. | Ditto ditto. |
| Sugar Mill Siding ... | Jaora ... | Re. 1/- per 4-wheeled M. G. loaded wagon when shunting is done by engine. | Ditto ditto. |
| Union Indian Sugar Mills Siding. | Rawatpur ... | Rates as to Rawatpur ... | Shunting is done by hand at the cost of owners. |
| Vakharia Cotton Press Siding. | Palej ... | Re 1/- per 4-wheeled B. G. loaded wagon. | The siding charge will be recovered locally and must not be shown on the Invoices and Railway Receipts. |
| Vakharia Siding ... | Samlaya ... | Ditto ditto ... | Ditto ditto. |
| Messrs. Chhaganlal Pitambardas Siding. | Palej ... | Re. 1/- per 4-wheeled B. G. loaded wagon. | Ditto ditto. |

11. **Coal and Coke for Ahmedabad.**—Coal and Coke must not be booked to Ahmedabad station itself. It should be booked either to Kankaria or Asarva stations at the rates quoted to Ahmedabad. Consignments for the following Mills only, which are connected with Broad-Gauge Mill Sidings should, however, be booked to the station noted against each, the wagons being labelled direct to the Mill Sidings. No extra siding charge should be shown on Invoices and Railway Receipts—

| Name of Mill Sidings. | Name of Mills served by the Sidings. | Name of Railway Stations by which served. |
|----------------------------------------------------------|-------------------------------------------------|-------------------------------------------|
| 1. The Rajnagar Mill Siding .. | The Rajnagar Mills ... | Ahmedabad. |
| 2. The Guzerat Ginning Mill Siding .. | (i) The Guzerat Ginning and Manufacturing Mill. | Ditto |
| 3. The Madhavlal Mill Siding † .. | (ii) The Guzerat Spinning Mill .. | Ditto. |
| | (i) The Ahmedabad Ginning Mill .. | Ditto. |
| 4. The Srinagar Mill Siding .. | (ii) The Ahmedabad Spinning Mill .. | Ditto. |
| | (i) The Srinagar Mill ... | Ditto. |
| | (ii) The Edward Mill ... | Ditto. |
| | (iii) The Saraspur Mill ... | Ditto. |
| 5. The New Maneck Chock Mill Siding | The New Maneck Chock Mills .. | Ditto. |
| 6. The Ahmedabad Cotton Mill Siding | (i) The Ahmedabad Cotton Mill .. | Kankaria. |
| | (ii) The Ahmedabad Laxmi Cotton Mill. | Ditto. |
| | (iii) Ahmedabad New Cotton Mill | Ditto. |
| 7. The Kaiser-I-Hind Mill Siding .. | The Kaiser-I-Hind Mill ... | Ditto. |
| 8. The Aryodaya Spinning and Weaving Mills Siding. | The Aryodaya Spinning and Weaving Mills. | Asarva. |
| 9. The Aryodaya Spinning and Weaving Mills Field Siding. | ..... | Ditto. |

† Coal for the R. C. Technical Institute, Ahmedabad, may be booked to Ahmedabad, but the wagons should be levelled to the Madhablal Mill Siding, Ahmedabad.

B. B. & C. I. Ry.

12. Booking of Public Coal to Bombay, Bombay Baroda and Central India Railway.—Public Coal, Coke and Patent Fuel, in full wagon loads, at owner's risk from all Collieries served by the East Indian Railway to Bombay, Baroda and Central India Railway stations Bombay† and to Bombay Port Trust Railway stations reached by the Bombay, Baroda and Central India Railway cannot be booked by any of the routes over the Bombay, Baroda and Central India Railway. Coal traffic cannot be booked to Colaba, Bombay, Baroda and Central India Railway, which is not open for any description of goods traffic.

13. Booking of Coal, Coke and Patent Fuel to Bombay, Baroda and Central India Railway stations in Delhi.—Coal, Coke and Patent Fuel for the Public cannot be booked to Delhi Queens Road and Delhi Lahori Gate, via Delhi Serai Rohilla.

14. Extra charge on Coal booked to stations on the Bombay, Baroda and Central India Railway via Bombay (Dadar) Junction.—The Great Indian Peninsula Railway Ghat charge of Re. 0-8-0 per ton will be levied in the case of Coal, Coke and Patent Fuel, booked to stations on the Bombay, Baroda and Central India Railway, received via Bombay (Dadar) Junction from the Coal booking stations on the East Indian Railway.

15. Through booking of coal traffic via Bombay (Dadar) Junction to stations South of Bombay (Dadar).—Coal cannot be booked through via Bombay (Dadar) Junction to and from stations South of Dadar on the Bombay, Baroda and Central India and Great Indian Peninsula Railways.

16 (a). Transshipment charge.—The Bombay, Baroda and Central India Railway levy a transshipment charge of Re. 0-2-3 per ton on Coal, Coke and Patent Fuel, booked via the following Junctions. This is in addition to the transshipment charge which may be levied by the other Railways on traffic booked via these Junctions. This transshipment charge must be shown separately on Invoices and Railway Receipts.

Junctions with the East Indian Railway

| | |
|--------------------------------------|-------------------|
| Via Agra East Bank (for Metre Gauge) | Via Farukhabad. |
| Via Cawnpore Central Goods Shed. | Via Hathras Road. |

Junctions with the Great Indian Peninsula Railway

| | |
|--------------------------------------------|------------------------------------|
| Via Khandwa. | Via Ujjain (for Metre Gauge). |
| Via Idga (Agra) for Metre Gauge. | Via Muttra Jn., (for Metre Gauge). |
| Via Delhi Serai Rohilla (for Metre Gauge). | Via Cawnpore Central Goods Shed.* |

Junctions with the North-Western Railway

| | |
|--------------------------|-----------------|
| Via Delhi Serai Rohilla. | Via Kot Kapura. |
| Via Fazilka. | Via Hissar |

At Bhatinda the Bombay, Baroda and Central India Railway do not levy any separate transshipment charge in addition to what is levied by the North-Western Railway.

(b). The transshipment charge leviable on Coal, Coke and Patent Fuel booked to stations on the Guzerat Railways, via Nadiad, via Godhra and via Champaner Road, is Re. 0-4-6 per ton which is divisible equally between the Bombay, Baroda and Central India and the Guzerat Railways. This transshipment charge must be shown separately on Invoices and Railway Receipts.

* The transshipment charge leviable is Re. 0-4-6 per ton which is due entirely to the East Indian Railway.

† The following stations are actually covered by the term Bombay (Bombay Baroda and Central India Railway) as far as Coal Traffic is concerned.—Carnac Bridge, Bombay Central and stations on the Bombay Port Trust Railway reached by the Bombay, Baroda and Central India Railway.

B. B. & C. I. Ry.

(c). A transshipment charge of Re. 0-4-6 per ton is levied by the Bombay, Baroda and Central India Railway at junctions where there is break of gauge locally on the Bombay, Baroda and Central India Railway Company's system. This transshipment charge must be shown separately on Invoices and Railway Receipts. The following are the junctions where the break of gauge occurs:—

Sabarmati
Viramgam
Siwai Madhopur

Ahmedabad (for A. P. Railway).
Bharatpur.
Ratlam.

(d). No transshipment charge is levied on Coal, Coke and Patent Fuel, booked to the Locomotive Department of the Bombay, Baroda and Central India Railway.

17. **Rate for Locomotive Coal booked to Idgah (Agra).**—Locomotive Coal for the Bombay, Baroda and Central India Railway intended for Agra should be booked to Idgah (Agra) by the local East Indian Railway route. Rate should be charged on the distance from the colliery station to Idgah (Agra) as notified at pages 138, 139, 172 and 173 of this Tariff. No transshipment charge is to be levied. Calculated rates appear at pages 223, 242, 260 and 271 of this Tariff.

18. **Minima weights for charge for Coal and Coke, loaded in Bombay, Baroda and Central India Railway wagons.**—The following are the minima weights for charge for Coal and Coke, when loaded in Bombay Baroda and Central India Railway wagons at colliery stations. Actual weight and not the minimum, must be charged when more than the minimum weight shown in columns (5) and (6) is loaded. The maximum weight shown in columns (3) and (4) must on no account be exceeded:—

| Type of wagons. | Marked carrying capacity. | Maximum weight which may be loaded in each wagon. | | Minimum weight for charge per wagon. | | | |
|-----------------|---------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------|-----------------------------------------------------|-----------|
| | | For Sections where 32 tons gross load is permitted. | For Sections where 28 tons gross load is permitted. | For Sections where 32 tons gross load is permitted. | | For Sections where 28 tons gross load is permitted. | |
| | | | | For Coal. | For Coke. | For Coal. | For Coke. |
| (1) | (2) | (3) | (4) | (5) | | (6) | |
| Covered. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| T | 21 | 21 | 17 | 19 | 17 | 15 | 13 |
| | 22 | 22 | 18 | 20 | 17 | 16 | 14 |
| | 23 | 23 | 19 | 21 | 17 | 17 | 15 |
| W | 21 | 21 | 17 | 19 | 16½ | 15 | 13 |
| | 22 | 22 | 18 | 20 | 16½ | 16 | 14 |
| | 23 | 23 | 19 | 21 | 16½ | 17 | 15 |
| CR | 22 | 22 | 18 | 20 | 19½ | 16 | 14 |
| N | 21 | 21 | 17 | 19 | 17 | 15 | 13 |
| | 22 | 22 | 18 | 20 | 18 | 16 | 14 |

B. B. & C. I. Ry.

| Type of wagons. | Marked carrying capacity. | Maximum weight which may be loaded in each wagon. | | Minimum weight for charge per wagon. | | | |
|-----------------|---------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|-----------|-----------------------------------------------------|-----------|
| | | For Sections where 32 tons gross load is permitted. | For Sections where 28 tons gross load is permitted. | For Sections where 32 tons gross load is permitted. | | For Sections where 28 tons gross load is permitted. | |
| | | | | For Coal. | For Coke. | For Coal. | For Coke. |
| (1) | (2) | (3) | (4) | (5) | | (6) | |
| Covered. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| R ... | 21 | 21 | 17 | 19 | 17 | 15 | 13 |
| ... { | 22 | 22 | 18 | 20 | 18 | 16 | 14 |
| ... { | 23 | 23 | 19 | 21 | 18 | 17 | 15 |
| Open. | | | | | | | |
| G ... | 23 | 23 | 19 | 21 | 14 | 17 | 13 |
| ... { | 24 | 24 | 20 | 21 | 14 | 18 | 14 |
| ... { | 22 | 22 | 18 | 20 | 13 | 16 | 12 |
| H ... | 23 | 23 | 19 | 21 | 13 | 17 | 13 |
| ... { | 24 | 24 | 20 | 22* | 16 | 18 | 14* |
| J ... | 22 | 22 | 18 | 20 | 14 | 16 | 12 |
| ... { | 23 | 23 | 19 | 21 | 14 | 17 | 13 |
| ... { | 22 | 22 | 18 | 19 | 12½ | 16 | 12 |
| K ... | 23 | 23 | 19 | 19 | 12½ | 17 | 12 |
| ... { | 24 | 24 | 20 | 19 | 12½ | 18 | 12 |
| Q ... | 22 | 22 | 18 | 20 | 16 | 16 | 12 |

* Only for wagon No. 13501.

Note.—(1) The maxima and minima weights quoted above are approximate and may differ somewhat in individual wagons due to variation in tare.

(2) A, C, V, Z, OM, CMR and C-3 types of wagons must not be used for Coal and Coke.

TAPTI-VALLEY RAILWAY

The following are the distances between the following Junctions and the under-mentioned stations on the Tapti Valley Railway:—

| Stations. | Distances. | | | | | | |
|--------------|-------------|--------------------------|----------------|-------------------|-----------------------------------|------------|-------------|
| | Via Amalner | Via Delhi Serai Rohilla. | Via Agra Cant. | Via Hathras Road. | Via Cawn-pore Central Goods Shed. | Via Ujjain | Via Khandwa |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Surat ... | 160 | 680 | 613 | 639 | 827 | 301 | 402 |
| Udhna § | 157 | 682 | 616 | 642 | 830 | 304 | 405 |
| Via Udhna | 157 | 682 | 616 | 642 | 830 | 304 | 405 |
| Chalthan | 150 | 692 | 626 | 652 | 840 | 314 | 415 |
| Gangadhra | 144 | 695 | 629 | 655 | 843 | 317 | 418 |
| Bardoli ... | 140 | 699 | 633 | 659 | 847 | 321 | 422 |
| Madhi ... | 131 | 708 | 642 | 668 | 856 | 330 | 431 |
| Vyara ... | 122 | 718 | 652 | 678 | 866 | 340 | 441 |
| Fort Songhad | 110 | 729 | 663 | 689 | 877 | 351 | 452 |
| Nabapur ... | 96 | 744 | 678 | 704 | 892 | 366 | 467 |
| Chinchpada | 85 | 754 | 688 | 714 | 902 | 376 | 477 |
| Khandbara | 74 | 766 | 700 | 726 | 914 | 388 | 489 |
| Nandurbar | 60 | 780 | 714 | 740 | 928 | 402 | 503 |
| Ranala ... | 46 | 794 | 728 | 754 | 942 | 416 | 517 |
| Dondaicha | 38 | 801 | 735 | 761 | 949 | 423 | 524 |
| Sindkheda | 26 | 813 | 747 | 773 | 961 | 435 | 536 |
| Nardana ... | 18 | 821 | 755 | 781 | 969 | 441 | 544 |
| Padse ... | 10 | 829 | 763 | 789 | 977 | 455 | 552 |
| Amalner | ... | 839 | 773 | 799 | 987 | 461 | 562 |

§ Open for B. B. & C. I. Ry. Loco. Coal only.

B. B. & C. I. Ry.

The following are the distances between the undermentioned Junctions and stations on the Bombay, Baroda and Central India Railway:—

| Stations. | Distances. | | | | | | | | |
|---------------------------|-----------------------------|----------------|---------------------|----------------------------------------|---------------|--------------|-------------|--------------|-----------------|
| | Via Delhi Serai Rohilla. | Via Agra Cant. | Via Hathras Road | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khandwa. | Via Ujjain. | Via Amalner. | Via Farukhabad. |
| Broad Gauge. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Bombay Central ... | 843 | 776 | 802 | 990 | 981 | 565 | 464 | 318 | 904 |
| Bombay (Dadar Jn.) * ... | 839 | 772 | 799 | 987 | 977 | 562 | 461 | 315 | 901 |
| Via Dadar ... | 839 | 772 | 799 | 987 | 977 | 562 | 461 | 315 | 901 |
| Bombay (Mahim) † ... | 837 | 770 | 797 | 985 | 975 | 560 | 459 | 312 | 899 |
| Bandra † ... | 836 | 769 | 766 | 984 | 974 | 559 | 458 | 311 | 898 |
| Andheri † ... | 832 | 765 | 791 | 979 | 970 | 554 | 453 | 307 | 893 |
| Borivli † ... | 824 | 757 | 784 | 972 | 962 | 547 | 446 | 299 | 886 |
| Bhayndar ... | 818 | 752 | 778 | 966 | 956 | 541 | 440 | 294 | 880 |
| Bassein Road ... | 813 | 746 | 773 | 961 | 951 | 536 | 435 | 288 | 875 |
| Nalla-Sopara ... | 811 | 744 | 770 | 958 | 949 | 533 | 432 | 286 | 872 |
| Virai ... | 808 | 741 | 768 | 956 | 946 | 531 | 430 | 283 | 870 |
| Saphala ... | 798 | 731 | 758 | 946 | 936 | 522 | 420 | 273 | 860 |
| Palghar ... | 789 | 722 | 749 | 937 | 927 | 512 | 411 | 264 | 851 |
| Boisar ... | 782 | 715 | 742 | 930 | 920 | 505 | 404 | 257 | 844 |
| Vangaon ... | 776 | 709 | 736 | 924 | 914 | 499 | 398 | 251 | 838 |
| Dahanu Road ... | 769 | 702 | 728 | 916 | 907 | 491 | 390 | 244 | 830 |
| Gholvad ... | 762 | 695 | 721 | 909 | 900 | 484 | 383 | 237 | 823 |
| Umbargaon Road ... | 756 | 689 | 716 | 904 | 894 | 479 | 377 | 231 | 818 |
| Sanjan ... | 753 | 686 | 712 | 900 | 891 | 475 | 374 | 228 | 814 |
| Bhilad ... | 745 | 679 | 705 | 893 | 883 | 468 | 367 | 221 | 807 |
| Daman Road ... | 738 | 672 | 698 | 886 | 876 | 461 | 360 | 214 | 800 |
| Udvada ... | 732 | 666 | 692 | 880 | 870 | 455 | 354 | 208 | 794 |
| Pardi ... | 729 | 662 | 688 | 876 | 867 | 451 | 350 | 204 | 790 |
| Bulsar ... | 722 | 655 | 682 | 870 | 860 | 445 | 344 | 197 | 784 |
| Dungri ... | 717 | 650 | 676 | 864 | 855 | 439 | 338 | 192 | 778 |
| Bilimora ... | 711 | 644 | 671 | 859 | 849 | 434 | 333 | 186 | 773 |
| Amalsad ... | 708 | 641 | 667 | 855 | 846 | 430 | 329 | 183 | 769 |
| Vedcha ... | 703 | 636 | 663 | 851 | 841 | 426 | 325 | 178 | 765 |
| Navsari ... | 698 | 631 | 658 | 846 | 836 | 421 | 320 | 173 | 760 |
| Maroli ... | 693 | 626 | 652 | 840 | 831 | 415 | 314 | 168 | 754 |
| Sachin ... | 689 | 622 | 648 | 836 | 827 | 411 | 310 | 164 | 750 |
| Utran ... | 677 | 611 | 637 | 825 | 815 | 400 | 299 | 162 | 739 |
| Sayan ... | 671 | 604 | 631 | 819 | 809 | 394 | 293 | 168 | 733 |
| Kim ... | 665 | 598 | 625 | 813 | 803 | 388 | 287 | 175 | 727 |
| Kosamba ... | 660 | 593 | 620 | 808 | 798 | 383 | 282 | 179 | 722 |
| Panoli ... | 655 | 588 | 615 | 803 | 793 | 378 | 277 | 184 | 717 |
| Anklesvar Jn. and via ... | 649 | 582 | 603 | 796 | 787 | 371 | 270 | 191 | 710 |
| Broach and via ... | 643 | 576 | 603 | 791 | 781 | 366 | 265 | 196 | 705 |
| Nabipur ... | 636 | 569 | 595 | 783 | 774 | 358 | 257 | 204 | 697 |
| Palej ... | 627 | 561 | 587 | 775 | 765 | 350 | 249 | 212 | 689 |

* Temporarily closed.

† The following are the distances from via Dadar to the undermentioned stations :—

| To | Miles. |
|--------------------|--------|
| Bombay (Mahim) ... | 2 |
| Bandra ... | 3 |
| Andheri ... | 8 |
| Borivli ... | 16 |

| Stations. | Distances. | | | | | | | | |
|--------------------------------------------|-----------------------------|----------------|---------------------|----------------------------------------|---------------|--------------|-------------|--------------|-----------------|
| | Via Delhi Serai Rohilla. | Via Agra Cant. | Via Hathras Road | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khandwa. | Via Ujjain. | Via Amalner. | Via Farukhabad. |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Miyagam Jn. and via ... | 618 | 551 | 578 | 766 | 756 | 341 | 240 | 222 | 680 |
| Itola ... | 611 | 544 | 570 | 758 | 749 | 333 | 232 | 229 | 672 |
| Via Vishvamitri § ... | 601 | 534 | 561 | 749 | 739 | 324 | 223 | 238 | 663 |
| Baroda Jn. ... | 599 | 533 | 559 | 747 | 737 | 322 | 221 | 240 | 661 |
| Baroda-Godhra Chord Line.— Via Baroda.— | | | | | | | | | |
| Pilol ... | 607 | 524 | 551 | 739 | 745 | 314 | 213 | 248 | 653 |
| Samlaya and via ... | 611 | 516 | 544 | 732 | 748 | 307 | 206 | 256 | 646 |
| Champaner Road and via ... | 604 | 509 | 537 | 725 | 741 | 300 | 199 | 263 | 639 |
| Derol ... | 596 | 501 | 527 | 717 | 733 | 292 | 191 | 270 | 631 |
| Kharsalia ... | 588 | 494 | 521 | 709 | 725 | 284 | 183 | 278 | 623 |
| Bajuva ... | 595 | 537 | 564 | 752 | 733 | 327 | 226 | 245 | 666 |
| Ranoli ... | 592 | 541 | 567 | 755 | 730 | 330 | 229 | 248 | 669 |
| Vasad ... | 587 | 545 | 572 | 760 | 725 | 335 | 234 | 253 | 674 |
| Anklav ... | 593 | 551 | 578 | 766 | 731 | 341 | 240 | 259 | 680 |
| Borsad ... | 599 | 557 | 584 | 772 | 737 | 347 | 246 | 265 | 686 |
| Bochasan ... | 603 | 361 | 587 | 775 | 741 | 351 | 249 | 269 | 689 |
| Virsad ... | 607 | 565 | 591 | 779 | 745 | 355 | 253 | 273 | 693 |
| Kathana ... | 613 | 571 | 598 | 786 | 751 | 361 | 260 | 279 | 700 |
| Navli ... | 581 | 540 | 567 | 755 | 719 | 330 | 229 | 258 | 669 |
| Anand and via ... | 577 | 536 | 563 | 751 | 715 | 326 | 225 | 262 | 665 |
| Borlavi ... | 573 | 540 | 568 | 756 | 711 | 331 | 230 | 267 | 670 |
| Vadtal Swami Narayan ... | 577 | 544 | 572 | 760 | 715 | 335 | 234 | 271 | 674 |
| Nadiad and via ... | 566 | 547 | 575 | 763 | 704 | 338 | 237 | 274 | 677 |
| Mehmadabad and Kalra Road ... | 555 | 558 | 576 | 764 | 693 | 349 | 248 | 285 | 668 |
| Barejadi ... | 548 | 551 | 569 | 757 | 686 | 356 | 255 | 292 | 671 |
| Ahmedabad and via † | | | | | | | | | |
| Asarva * ... | 537 | 539 | 557 | 745 | 674 | 366 | 265 | 302 | 659 |
| Kankaria * ... | | | | | | | | | |
| Sabarmati ‡ ... | 533 | 536 | 554 | 742 | 671 | 340 | 269 | 306 | 656 |
| Via Sabarmati ... | 534 | 537 | 555 | 743 | 671 | 371 | 270 | 306 | 656 |
| Ambli Road ... | 540 | 543 | 561 | 749 | 678 | 377 | 276 | 313 | 663 |
| Sanand ... | 547 | 550 | 568 | 756 | 685 | 384 | 283 | 320 | 670 |
| Chharodi ... | 551 | 553 | 571 | 759 | 689 | 391 | 290 | 327 | 673 |
| Jakhvada ... | 543 | 545 | 563 | 751 | 681 | 399 | 298 | 335 | 665 |
| Viramgam and via ... | 535 | 537 | 555 | 743 | 673 | 407 | 306 | 343 | 657 |
| Jhund ... | 544 | 546 | 564 | 752 | 682 | 415 | 314 | 351 | 666 |
| Patri ... | 553 | 555 | 573 | 761 | 691 | 424 | 323 | 360 | 675 |
| Kharaghoda ... | 558 | 560 | 578 | 766 | 696 | 429 | 328 | 365 | 680 |
| Bhalaj ... | 584 | 529 | 556 | 744 | 722 | 319 | 218 | 269 | 658 |
| Umreth ... | 591 | 522 | 550 | 738 | 729 | 313 | 212 | 276 | 652 |

* The rates chargeable to Kankaria and Asarva stations are the same as to Ahmedabad. Consignments of charcoal fuel to Asarva and Kankaria must not be booked unless bagged.

† Consignments of coal intended for Ahmedabad should be booked either to Asarva or to Kankaria (not to Ahmedabad) at the same rate as quoted for Ahmedabad. Consignments intended for the sidings served by Ahmedabad station may, however, be booked to Ahmedabad station for the siding.

§ Coal, Coke and Patent Fuel cannot be booked to Vishvamitri itself but can be booked via Vishvamitri to stations on the Gaekwar's Dahhoni Railway.

‡ Sabarmati (B. G.) is open for Loco. coal for B. B. & C. I. Ry. and consignments intended for Sabarmati Oil Mill Siding (B. G.)

| Stations. | Distances. | | | | | | | | |
|------------------------|-----------------------------|----------------|----------------------|----------------------------------------|---------------|--------------|-------------|--------------|-----------------|
| | Via Delhi Seraf Rohilla. | Via Agra Cant. | Via Hathras Road. | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khandwa. | Via Ujjain. | Via Amalner. | Via Farukhabad. |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Dakor | 597 | 518 | 545 | 733 | 734 | 308 | 207 | 281 | 647 |
| Thasra | 601 | 512 | 540 | 728 | 739 | 303 | 202 | 286 | 642 |
| Sevalia | 598 | 504 | 531 | 719 | 735 | 294 | 193 | 294 | 633 |
| Timba Road and via ... | 596 | 501 | 529 | 717 | 733 | 292 | 191 | 297 | 631 |
| Tuwa | 590 | 496 | 523 | 711 | 727 | 286 | 185 | 294 | 625 |
| Godhra | 581 | 487 | 514 | 702 | 718 | 277 | 176 | 285 | 616 |
| Chanchelao | 573 | 480 | 506 | 694 | 710 | 269 | 168 | 293 | 608 |
| Sant Road | 568 | 474 | 501 | 689 | 705 | 264 | 163 | 298 | 603 |
| Piplod | 561 | 467 | 494 | 682 | 698 | 257 | 156 | 305 | 596 |
| Limkhara | 566 | 462 | 489 | 677 | 693 | 252 | 151 | 310 | 591 |
| Devgad Baria | 571 | ... | 504 | 692 | 708 | 267 | 166 | 315 | 606 |
| Jekot | 543 | 449 | 476 | 664 | 680 | 239 | 138 | 323 | 578 |
| Dohad | 536 | 442 | 469 | 657 | 673 | 232 | 131 | 330 | 571 |
| Bordi | 530 | 436 | 463 | 651 | 667 | 226 | 125 | 336 | 565 |
| Anas | 525 | 431 | 458 | 646 | 662 | 221 | 120 | 340 | 560 |
| Meghnagar | 515 | 422 | 448 | 636 | 652 | 211 | 110 | 351 | 550 |
| Udaigarh | 510 | 417 | 443 | 631 | 647 | 206 | 105 | 356 | 545 |
| Bajrangarh | 506 | 412 | 439 | 627 | 643 | 202 | 101 | 360 | 541 |
| Amargarh | 495 | 402 | 428 | 616 | 632 | 191 | 90 | 370 | 530 |
| Bamnia | 493 | 400 | 426 | 614 | 630 | 189 | 88 | 372 | 528 |
| Bhalrongarh | 489 | 396 | 422 | 610 | 626 | 185 | 84 | 376 | 524 |
| Raoti | 482 | 389 | 415 | 603 | 619 | 178 | 77 | 384 | 517 |
| Morwani | 472 | 379 | 405 | 593 | 609 | 168 | 67 | 394 | 507 |
| Ratlam | 465 | 372 | 398 | 586 | 602 | 161 | 60 | 401 | 500 |
| Bangrod | 471 | 366 | 392 | 580 | 608 | 167 | 54 | 407 | 494 |
| Khachraud | 471 | 355 | 381 | 569 | 609 | 169 | 43 | 418 | 483 |
| Unhal | 473 | 357 | 383 | 571 | 611 | 149 | 23 | 438 | 485 |
| Aslaoda | 484 | 368 | 394 | 582 | 622 | 138 | 12 | 449 | 496 |
| Nagda | 462 | 346 | 372 | 560 | 600 | 160 | 34 | 427 | 474 |
| Nagda-Muttra Railway.— | | | | | | | | | |
| Mehidpur Road | 452 | 336 | 361 | 549 | 590 | 171 | 45 | 438 | 463 |
| Gadgucha Alot | 437 | 321 | 347 | 535 | 575 | 185 | 59 | 452 | 449 |
| Chau-Mahla | 423 | 307 | 333 | 521 | 561 | 199 | 73 | 466 | 435 |
| Suvasra | 414 | 298 | 324 | 512 | 552 | 209 | 83 | 476 | 426 |
| Shamgarh | 405 | 289 | 315 | 503 | 543 | 217 | 91 | 484 | 417 |
| Garoth | 399 | 283 | 309 | 497 | 537 | 224 | 98 | 491 | 411 |
| Bhawani Mandi | 385 | 269 | 295 | 483 | 523 | 238 | 112 | 505 | 397 |
| Shri-Chhatrapur | 375 | 259 | 284 | 472 | 513 | 248 | 122 | 515 | 386 |
| Ramganj Mandi | 367 | 251 | 277 | 465 | 505 | 255 | 129 | 522 | 379 |
| Morak | 361 | 245 | 271 | 459 | 499 | 261 | 135 | 528 | 373 |
| Darah | 352 | 236 | 262 | 450 | 490 | 271 | 145 | 538 | 364 |
| Raotha Road | 344 | 228 | 254 | 442 | 482 | 279 | 153 | 546 | 356 |
| Dadhdevi | 332 | 216 | 242 | 430 | 470 | 290 | 164 | 557 | 344 |
| Kotah Jn. | 323 | 206 | 232 | 420 | 461 | 300 | 174 | 567 | 334 |
| Via Kotah Jn. | 323 | 206 | 232 | 420 | 461 | 300 | 174 | 567 | 334 |
| Bundi Road | 314 | 198 | 224 | 412 | 452 | 308 | 182 | 575 | 326 |
| Kapra | 302 | 186 | 211 | 399 | 440 | 321 | 195 | 588 | 313 |
| Laban | 290 | 173 | 199 | 387 | 428 | 333 | 207 | 600 | 301 |
| Lakheri | 285 | 169 | 195 | 383 | 423 | 338 | 212 | 605 | 297 |
| Indargarh | 278 | 162 | 188 | 376 | 416 | 344 | 218 | 611 | 290 |

| Stations. | Distances. | | | | | | | | |
|---------------------------------------|-----------------------------|-----------------|----------------------|----------------------------------------|---------------|---------------|-------------|--------------|-----------------|
| | Via Delhi Seral Rohilla. | Via Agra Cantt. | Via Hathras Road. | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khanduwa. | Via Ujjain. | Via Amalner. | Via Farukhabad. |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Nagda-Muttra Railway.—(Contd.) | | | | | | | | | |
| Rawanjna Dungar ... | 265 | 149 | 175 | 363 | 403 | 357 | 231 | 624 | 277 |
| Sawai Madhopur ... | 255 | 139 | 165 | 353 | 393 | 367 | 241 | 634 | 267 |
| Mokholi ... | 267 | 127 | 153 | 341 | 405 | 379 | 253 | 646 | 255 |
| Malarna ... | 274 | 121 | 147 | 335 | 412 | 386 | 260 | 653 | 249 |
| Nimoda ... | 278 | 116 | 142 | 330 | 416 | 390 | 264 | 657 | 244 |
| Narainpur Tatwara ... | 278 | 110 | 136 | 324 | 416 | 396 | 270 | 663 | 238 |
| Gangapur City ... | 267 | 100 | 126 | 314 | 405 | 406 | 280 | 673 | 228 |
| Pilauda ... | 254 | 87 | 113 | 301 | 392 | 419 | 293 | 686 | 215 |
| Pataunda Mahabir Road ... | 246 | 79 | 105 | 293 | 384 | 427 | 301 | 694 | 207 |
| Hindaun City ... | 240 | 72 | 98 | 286 | 378 | 434 | 308 | 701 | 200 |
| Fateh-Singhpura ... | 232 | 64 | 90 | 278 | 370 | 442 | 316 | 709 | 192 |
| Bayana... .. | 219 | 52 | 78 | 266 | 357 | 454 | 328 | 721 | 180 |
| Pingora ... | 206 | 47 | 65 | 253 | 334 | 467 | 341 | 734 | 167 |
| Jajanpatti † ... | 203 | 44‡ | 42 | 230 | 341 | 490 | 364 | 757 | 144 |
| Muttra Jn. ... | 214 | ... | 31 | 219 | 352 | 501 | 375 | 768 | 133 |
| Via Muttra Jn. ... | 214 | ... | 31 | 219 | 352 | 501 | 375 | 768 | 133 |
| Bayana-Agra Section.— | | | | | | | | | |
| Band Bareta ... | 225 | 46 | 84 | 272 | 383 | 460 | 334 | 727 | 186 |
| Bansi Paharpur ... | 232 | 39 | 91 | 279 | 370 | 467 | 341 | 734 | 193 |
| Rupbas ... | 240 | 31 | 98 | 286 | 378 | 475 | 349 | 742 | 199 |
| Fatehpur Sikri ... | 246 | 222 | 89 | 277 | 384 | 484 | 358 | 751 | 190 |
| Kiraoli... .. | 239 | 14 | 82 | 270 | 377 | 492 | 366 | 759 | 183 |
| Midhakur ... | 234 | 9 | 77 | 265 | 372 | 497 | 371 | 764 | 178 |
| Metre Gauge. | | | | | | | | | |
| Jaipur State Railway.— | | | | | | | | | |
| Via Sanganer.— | | | | | | | | | |
| Sheodaspura ... | 192 | 154 | 172 | 360 | 330 | 431 | 305 | 698 | 274 |
| Chatsu ... | 200 | 162 | 180 | 368 | 338 | 423 | 297 | 690 | 282 |
| Nawai ... | 215 | 177 | 195 | 383 | 353 | 408 | 282 | 675 | 297 |
| Isarda ... | 231 | 167 | 190 | 378 | 369 | 392 | 266 | 659 | 292 |
| Chauth-ka-Barwara ... | 242 | 156 | 179 | 367 | 380 | 381 | 255 | 648 | 281 |
| Wadhwan ... | 575 | 578 | 595 | 783 | 713 | 446 | 346 | 382 | 697 |
| Via Wadhwan ... | 575 | 578 | 595 | 783 | 713 | 446 | 346 | 382 | 697 |
| Bala Road ... | 569 | 572 | 589 | 777 | 707 | 441 | 340 | 377 | 691 |
| Lakhtar ... | 561 | 564 | 581 | 769 | 699 | 433 | 332 | 369 | 683 |
| Lilapur Road ... | 554 | 557 | 574 | 762 | 692 | 426 | 325 | 362 | 676 |
| Sabli Road ... | 545 | 548 | 565 | 753 | 683 | 417 | 316 | 353 | 667 |
| Ahmedabad-Dholka Ry. Section.— | | | | | | | | | |
| Ellis Bridge§ ... | 539 | 542 | 560 | 748 | 677 | 376 | 275 | 312 | 662 |
| Sarkhej ... | 546 | 549 | 567 | 755 | 684 | 383 | 282 | 319 | 669 |
| Moralya ... | 551 | 554 | 572 | 760 | 689 | 388 | 287 | 324 | 674 |
| Bavla ... | 560 | 563 | 581 | 769 | 698 | 397 | 296 | 333 | 683 |
| Dholka ... | 568 | 571 | 589 | 777 | 702 | 405 | 304 | 341 | 691 |
| Godhaneswar † ... | 573 | 576 | 594 | 782 | 711 | 410 | 309 | 346 | 696 |
| Koth Gangas ... | 579 | 582 | 600 | 788 | 717 | 416 | 315 | 352 | 702 |
| Arnej ... | 583 | 586 | 604 | 792 | 721 | 420 | 319 | 356 | 706 |
| Bhurkhi ... | 586 | 589 | 607 | 795 | 724 | 423 | 322 | 359 | 709 |
| Lolia* ... | 591 | 594 | 612 | 800 | 729 | 428 | 327 | 364 | 714 |
| Hadala Bhal ... | 593 | 596 | 614 | 802 | 731 | 430 | 329 | 366 | 716 |
| Rayaka ... | 601 | 604 | 622 | 810 | 739 | 438 | 337 | 374 | 724 |
| Dhandhuka Jn. and via ... | 606 | 609 | 627 | 815 | 744 | 443 | 342 | 379 | 729 |

† This mileage is via Bharatpur. The actual distance by the all Broad Gauge route via Bayana is 87 miles. The actual distance from via Muttra Jn. to Jajan Patti is 11 miles.

§ Charcoal fuel must not be booked unless bagged.

* Not yet opened.

† Closed for Goods traffic.

| Stations. | Distances. | | | | | | | | |
|------------------------|-----------------------------|------------------------|----------------------|----------------------------------------|---------------|--------------|-------------|--------------|-----------------|
| | Via Delhi Serai Rohilla. | Via Agra East Bank. | Via Hathras Road. | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khandwa. | Via Ujjain. | Via Amalner. | Via Farukhabad. |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Khodiar ... | 527 | 530 | 548 | 736 | 665 | 376 | 275 | 312 | 650 |
| Kalol and via ... | 520 | 524 | 541 | 729 | 658 | 383 | 282 | 319 | 643 |
| Jhulasan ... | 514 | 518 | 535 | 723 | 652 | 389 | 288 | 325 | 637 |
| Dangarwa ... | 510 | 513 | 530 | 718 | 648 | 394 | 293 | 330 | 632 |
| Ambliyas and via ... | 506 | 509 | 526 | 714 | 643 | 398 | 297 | 334 | 628 |
| Jagudan ... | 500 | 504 | 521 | 709 | 638 | 403 | 302 | 339 | 623 |
| Mehsana ... | 494 | 497 | 514 | 702 | 632 | 410 | 309 | 346 | 616 |
| Via Mehsana ... | 494 | 497 | 514 | 702 | 632 | 410 | 309 | 346 | 616 |
| Bhandu ... | 488 | 491 | 508 | 696 | 625 | 416 | 315 | 352 | 610 |
| Unjha ... | 481 | 484 | 501 | 689 | 618 | 423 | 322 | 359 | 603 |
| Kamli ... | 477 | 480 | 497 | 685 | 614 | 427 | 326 | 363 | 598 |
| Siddhpur ... | 472 | 476 | 493 | 681 | 610 | 431 | 330 | 367 | 595 |
| Dharewada ... | 469 | 472 | 490 | 678 | 607 | 334 | 333 | 370 | 592 |
| Chhapi ... | 464 | 468 | 485 | 673 | 602 | 439 | 338 | 375 | 587 |
| Umardehi ... | 459 | 463 | 480 | 668 | 597 | 444 | 343 | 380 | 582 |
| Palanpur and via ... | 454 | 457 | 474 | 662 | 591 | 450 | 349 | 386 | 576 |
| Chitrasani ... | 447 | 450 | 467 | 655 | 584 | 457 | 356 | 393 | 569 |
| Iqbal Gadh ... | 440 | 444 | 461 | 649 | 578 | 463 | 362 | 399 | 563 |
| Shri Amirgadh ... | 432 | 436 | 453 | 641 | 570 | 471 | 370 | 407 | 555 |
| Maval ... | 427 | 431 | 448 | 636 | 565 | 476 | 375 | 412 | 550 |
| Abu Road ... | 421 | 425 | 442 | 630 | 559 | 482 | 381 | 418 | 544 |
| Kivarli ... | 416 | 419 | 436 | 624 | 553 | 488 | 387 | 424 | 538 |
| Sarupganj ... | 406 | 409 | 426 | 614 | 543 | 498 | 397 | 434 | 528 |
| Banas ... | 400 | 404 | 421 | 609 | 538 | 503 | 402 | 439 | 523 |
| Saijan Road ... | 394 | 397 | 415 | 603 | 532 | 509 | 408 | 445 | 517 |
| Keshavganj ... | 389 | 392 | 410 | 598 | 527 | 514 | 413 | 450 | 512 |
| Nana ... | 384 | 387 | 404 | 592 | 521 | 520 | 419 | 456 | 506 |
| Erinpura Road ... | 370 | 374 | 391 | 579 | 508 | 532 | 435 | 469 | 463 |
| Sanderao ... | 365 | 369 | 386 | 574 | 503 | 527 | 430 | 474 | 488 |
| Falna ... | 360 | 363 | 381 | 569 | 498 | 521 | 424 | 479 | 483 |
| Rani ... | 351 | 354 | 372 | 560 | 489 | 512 | 415 | 488 | 474 |
| Bhagwanpura ... | 346 | 350 | 367 | 555 | 484 | 508 | 411 | 493 | 469 |
| Jawali ... | 342 | 345 | 362 | 550 | 479 | 503 | 406 | 498 | 464 |
| Somesar ... | 336 | 339 | 357 | 545 | 474 | 498 | 401 | 503 | 459 |
| Bhinwalia ... | 332 | 336 | 353 | 541 | 470 | 494 | 397 | 507 | 455 |
| Banta Rughnathgarh ... | 329 | 332 | 349 | 537 | 466 | 490 | 393 | 511 | 451 |
| Auwa ... | 324 | 328 | 345 | 533 | 462 | 486 | 389 | 515 | 447 |
| Marwar Jn. ... | 319 | 322 | 339 | 527 | 456 | 480 | 383 | 521 | 441 |
| Via Marwar Jn. ... | 319 | 322 | 339 | 527 | 456 | 480 | 383 | 521 | 441 |
| Dhadeshwar ... | 313 | 317 | 334 | 522 | 451 | 475 | 378 | 526 | 436 |
| Sojat Road ... | 306 | 309 | 326 | 514 | 448 | 467 | 370 | 534 | 428 |
| Chandawal ... | 296 | 300 | 317 | 505 | 434 | 458 | 361 | 543 | 419 |
| Guriya ... | 290 | 293 | 311 | 499 | 428 | 451 | 354 | 549 | 413 |
| Haripur ... | 285 | 289 | 306 | 494 | 423 | 447 | 350 | 554 | 408 |
| Sendra ... | 273 | 276 | 294 | 482 | 411 | 434 | 337 | 566 | 396 |
| Beawar ... | 264 | 268 | 285 | 473 | 402 | 426 | 329 | 575 | 387 |
| Kharwa ... | 255 | 258 | 275 | 463 | 392 | 416 | 319 | 585 | 377 |
| Mangalia ... | 248 | 251 | 268 | 456 | 385 | 409 | 312 | 592 | 370 |
| Saradhna ... | 242 | 245 | 262 | 450 | 379 | 403 | 306 | 598 | 364 |

| Stations. | Distances. | | | | | | | | |
|---------------------------|-----------------------------|------------------------|----------------------|----------------------------------------|---------------|--------------|-------------|--------------|-----------------|
| | Via Delhi Serai Rohilla. | Via Agra East Bank. | Via Hathras Road. | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khandwa. | Via Ujjain. | Via Amalner. | Via Farukhabad. |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Amjer ... | 232 | 235 | 253 | 441 | 370 | 393 | 296 | 607 | 355 |
| Hatundi ... | ... | 242 | ... | ... | ... | 387 | 290 | ... | ... |
| Nasirabad ... | 247 | 250 | 267 | 455 | 384 | 379 | 282 | 620 | 369 |
| Bandanwara ... | 259 | 262 | 279 | 467 | 396 | 367 | 270 | 608 | 382 |
| Singawal * ... | 265 | 268 | 285 | 473 | 402 | 361 | 264 | 602 | 387 |
| Bijainagar ... | 273 | 276 | 293 | 481 | 410 | 353 | 256 | 594 | 395 |
| Gulabpura ... | 274 | 278 | 295 | 483 | 412 | 351 | 254 | 592 | 397 |
| Rupaheli ... | 280 | 283 | 301 | 489 | 418 | 345 | 248 | 586 | 403 |
| Sareli ... | 289 | 292 | 309 | 497 | 426 | 337 | 240 | 578 | 411 |
| Lambia ... | 297 | 300 | 317 | 505 | 435 | 329 | 232 | 569 | 419 |
| Mandal ... | 307 | 310 | 327 | 515 | 445 | 319 | 222 | 559 | 429 |
| Bhilwara ... | 314 | 317 | 334 | 522 | 452 | 312 | 215 | 552 | 436 |
| Hamirgarh ... | 325 | 328 | 345 | 533 | 463 | 301 | 204 | 541 | 447 |
| Gangrar ... | 334 | 337 | 354 | 542 | 471 | 292 | 195 | 533 | 456 |
| Chandaria... .. | 343 | 346 | 363 | 551 | 480 | 283 | 186 | 524 | 468 |
| Chitorgarh ... | 348 | 351 | 368 | 556 | 485 | 278 | 181 | 519 | 470 |
| Via Chitorgarh ... | 348 | 351 | 368 | 556 | 485 | 278 | 181 | 519 | 470 |
| Sambhupura ... | 355 | 358 | 375 | 563 | 492 | 271 | 174 | 512 | 477 |
| Nimbahera ... | 366 | 369 | 386 | 574 | 503 | 260 | 163 | 501 | 488 |
| Kesarpura... .. | 372 | 375 | 392 | 580 | 510 | 254 | 157 | 494 | 494 |
| Neemuch ... | 382 | 385 | 403 | 591 | 520 | 243 | 146 | 484 | 505 |
| Harlia Khal ... | 391 | 394 | 411 | 599 | 528 | 235 | 138 | 476 | 513 |
| Malhargarh ... | 398 | 401 | 418 | 606 | 535 | 228 | 131 | 468 | 520 |
| Piplia ... | 403 | 406 | 423 | 611 | 540 | 223 | 126 | 463 | 525 |
| Tharod † ... | 405 | 408 | 425 | 613 | 543 | 221 | 124 | 461 | 527 |
| Mandsaur ... | 413 | 416 | 433 | 621 | 550 | 213 | 116 | 454 | 535 |
| Dalauda ... | 422 | 418 | 442 | 630 | 559 | 204 | 107 | 445 | 544 |
| Dhodhar ... | 434 | 405 | 429 | 617 | 572 | 192 | 95 | 432 | 531 |
| Jaora ... | 444 | 395 | 419 | 607 | 582 | 181 | 84 | 422 | 521 |
| Namli ... | 457 | 383 | 407 | 595 | 594 | 169 | 72 | 410 | 509 |
| Nauganwan ... | 475 | 384 | 408 | 596 | 612 | 151 | 54 | 411 | 510 |
| Runija ... | 484 | 394 | 418 | 606 | 622 | 141 | 44 | 421 | 520 |
| Barnagar ... | 494 | 404 | 428 | 616 | 631 | 131 | 34 | 431 | 530 |
| Chambal ... | 504 | 406 | 430 | 618 | 641 | 121 | 24 | 441 | 532 |
| Fatehabad-Chandrawatiganj | 511 | 397 | 421 | 609 | 649 | 112 | 15 | 449 | 523 |
| Ujjain ... | 496 | 382 | 406 | 594 | 634 | 126 | ... | 461 | 508 |
| Via Ujjain ... | 496 | 382 | 406 | 594 | 634 | 126 | ... | 461 | 508 |
| Ajnod ... | 518 | 404 | 428 | 616 | 656 | 104 | 22 | 458 | 530 |
| Palla ... | 526 | 412 | 436 | 624 | 664 | 96 | 30 | 466 | 538 |
| Indore ... | 535 | 421 | 445 | 633 | 673 | 87 | 39 | 475 | 547 |
| Rao ... | 542 | 428 | 452 | 640 | 680 | 80 | 46 | 482 | 554 |
| Mhow ... | 548 | 434 | 458 | 646 | 686 | 74 | 52 | 488 | 560 |
| Patalpani ... | 552 | 438 | 462 | 650 | 690 | 71 | 56 | 491 | 564 |
| Kalakhund ... | 558 | 444 | 468 | 656 | 696 | 65 | 62 | 497 | 570 |
| Choral ... | 564 | 450 | 474 | 662 | 702 | 58 | 68 | 504 | 576 |
| Mukhtiar Balwada ... | 572 | 458 | 482 | 670 | 710 | 51 | 76 | 511 | 584 |
| Barwaha ... | 582 | 468 | 492 | 680 | 720 | 41 | 86 | 521 | 594 |

* Closed for Goods traffic in through booking.

† Closed.

| Stations. | Distances. | | | | | | | | |
|---------------------------|-----------------------------|------------------------|--------------------|----------------------------------------|---------------|--------------|-------------|--------------|----------------|
| | Via Delhi Serai Rohilla. | Via Agra East Bank. | Via Hathras Rd. | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khandwa. | Via Ujjain. | Via Amalner. | Via Farukhabad |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Mortakka ... | 585 | 471 | 495 | 683 | 723 | 38 | 89 | 524 | 597 |
| Sanawad ... | 583 | 474 | 498 | 686 | 726 | 34 | 92 | 528 | 600 |
| Nimar Kheri ... | 595 | 481 | 505 | 693 | 733 | 27 | 99 | 535 | 607 |
| Attar ... | 603 | 489 | 513 | 701 | 741 | 19 | 107 | 543 | 615 |
| Ajantl ... | 614 | 500 | 524 | 712 | 752 | 8 | 118 | 554 | 626 |
| Khandwa ... | 622 | 508 | 532 | 720 | 760 | ... | 126 | 562 | 634 |
| Via Khandwa ... | 622 | 508 | 532 | 720 | 760 | ... | 126 | 562 | 634 |
| Madar ... | 228 | 231 | 248 | 436 | 365 | 398 | 301 | 612 | 350 |
| Ladpura ... | 224 | 227 | 244 | 432 | 361 | 402 | 305 | 616 | 346 |
| Gegal Akhri ... | 220 | 224 | 241 | 429 | 358 | 405 | 308 | 619 | 343 |
| Kishangarh ... | 214 | 217 | 235 | 423 | 354 | 411 | 314 | 625 | 337 |
| Tilaunia ... | 207 | 211 | 228 | 416 | 345 | 418 | 321 | 632 | 330 |
| Sali ... | 200 | 204 | 221 | 409 | 338 | 425 | 328 | 639 | 323 |
| Naraina ... | 189 | 192 | 209 | 397 | 326 | 437 | 340 | 651 | 311 |
| Phulera ... | 182 | 186 | 103 | 391 | 320 | 443 | 346 | 657 | 305 |
| Rewari-Phulera Chord Ry.— | | | | | | | | | |
| Khandel ... | 176 | 193 | 209 | 397 | 314 | 449 | 352 | 663 | 311 |
| Bhaislana ... | 168 | 201 | 217 | 405 | 306 | 457 | 360 | 671 | 319 |
| Renwal ... | 161 | 207 | 224 | 412 | 299 | 464 | 367 | 678 | 326 |
| Badhal ... | 152 | 198\|\| | 216\|\| | 404\|\| | 290 | 473 | 368 | 687 | 318\|\| |
| Reengus ... | 141 | 187\|\| | 205\|\| | 393\|\| | 279 | 484 | 357 | 698 | 307\|\| |
| Sri-Modhopur ... | 135 | 194\|\| | 212\|\| | 400\|\| | 272 | 491 | 364 | 705 | 314\|\| |
| Kanwat ... | 125 | 204 | 222 | 410 | 262 | 501 | 374 | 715 | 324 |
| Nim-ka-Thana ... | 112 | 216 | 234 | 422 | 250 | 513 | 386 | 727 | 336 |
| Maonda ... | 106 | 222 | 240 | 428 | 244 | 519 | 392 | 733 | 342 |
| Dabla ... | 97 | 227 | 245 | 433 | 234 | 529 | 402 | 743 | 347 |
| Nizampoor ... | 90 | 220 | 238 | 426 | 228 | 535 | 404 | 749 | 340 |
| Narnaul ... | 81 | 211 | 229 | 417 | 219 | 544 | 417 | 758 | 331 |
| Ateli ... | 72 | 202 | 220 | 408 | 210 | 553 | 426 | 767 | 322 |
| Kund ... | 63 | 193 | 211 | 399 | 201 | 562 | 435 | 776 | 313 |
| Khori ... | 56 | 186 | 203 | 391 | 193 | 570 | 442 | 784 | 303 |
| Jaipur-Shaikhawati Ry.— | | | | | | | | | |
| Jaipur West ... | 175* | 154† | 172† | 360† | 313* | 450† | 324† | 694† | 274† |
| Nindhar Benar ... | 170* | 158† | 176† | 364† | 308* | 454† | 328† | 698† | 278† |
| Bhaton-ki-Gali ... | 163* | 165† | 183† | 371† | 301* | 461† | 335† | 705† | 285† |
| Chomu Samod ... | 159* | 169† | 187† | 375† | 297* | 465† | 339† | 709† | 289† |
| Gavindgarh Malikpur ... | 153* | 176† | 194† | 382† | 291* | 472† | 346* | 710* | 296† |
| Chota Gudha ... | 147* | 182† | 200† | 388† | 285* | 477* | 351* | 704* | 302† |
| Baori Thikria ... | 148* | 194† | 212† | 400† | 286* | 491* | 467* | 705* | 314† |
| Palsana ... | 155* | 201† | 219† | 407† | 293* | 498* | 371* | 712* | 321† |
| Gorlon ... | 164* | 210† | 228† | 416† | 302* | 506* | 380* | 721* | 330† |
| Sikar ... | 172* | 218† | 236† | 424† | 310* | 514* | 388* | 730* | 338† |
| Jerchi Dadia ... | 181* | 227† | 245† | 433† | 319* | 523* | 397* | 738* | 347† |
| Nawalgarh ... | 189* | 235† | 253† | 441† | 327* | 531* | 405* | 740* | 355† |
| Dundlod ... | 196* | 242† | 260† | 448† | 334* | 538* | 412* | 753* | 362† |
| Jhunjhunu ... | 212* | 258† | 276† | 464† | 350* | 554* | 428* | 769* | 378† |

* Distances calculated via Reengus.

† Distances calculated via Jaipur.

|| These distances are via Jaipur-Shaikhawati Railway.

| Stations. | Distances. | | | | | | | | |
|-------------------------|-----------------------------|------------------------|----------------------|----------------------------------------|---------------|--------------|-------------|--------------|-----------------|
| | Via Delhi Serai Rohilla. | Via Agra East Bank. | Via Hathras Road. | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khandwa. | Via Ujjain. | Via Amalner. | Via Farukhabad. |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Sambhar Lake ... | 187 | 190 | 207 | 395 | 324 | 447 | 350 | 661 | 309 |
| Gudha ... | 192 | 195 | 212 | 400 | 329 | 452 | 355 | 666 | 314 |
| Kuchaman Road Jn. ... | 202 | 205 | 222 | 410 | 339 | 462 | 365 | 676 | 324 |
| Via Kuchaman Road ... | 202 | 205 | 222 | 410 | 339 | 462 | 365 | 676 | 324 |
| Hirnoda ... | 188 | 180 | 198 | 386 | 325 | 448 | 350 | 662 | 300 |
| Asalpur ... | 194 | 174 | 192 | 330 | 331 | 454 | 344 | 668 | 294 |
| Ugrawas\|\| ... | 196 | 170 | 187 | 375 | 334 | 459 | 340 | 673 | 289 |
| Dhankia ... | 201 | 163 | 180 | 368 | 327 | 459 | 333 | 680 | 282 |
| Kanakpura ... | 195 | 157 | 174 | 362 | 321 | 453 | 327 | 686 | 276 |
| Jaipur ... | 189 | 151 | 169 | 357 | 315 | 447 | 321 | 691 | 271 |
| Jhalana ... | 186 | 148 | 165 | 352 | 323 | 444 | 318 | 695 | 267 |
| Sanganer and via ... | 182 | 145 | 162 | 350 | 320 | 440 | 314 | 698 | 264 |
| Kanauta ... | 175 | 137 | 154 | 342 | 313 | 448 | 322 | 706 | 256 |
| Basl ... | 169 | 131 | 149 | 337 | 307 | 454 | 328 | 711 | 251 |
| Jhir \|\| ... | 165 | 128 | 145 | 333 | 303 | 458 | 332 | 715 | 247 |
| Jatwara ... | 158 | 121 | 138 | 326 | 297 | 464 | 338 | 722 | 240 |
| Dausa ... | 151 | 113 | 131 | 319 | 289 | 472 | 346 | 729 | 233 |
| Bhan Kari ... | 144 | 106 | 124 | 312 | 283 | 478 | 352 | 736 | 226 |
| Arnu ... | 140 | 102 | 120 | 308 | 278 | 483 | 357 | 740 | 222 |
| Bandikui ... | 133 | 95 | 113 | 301 | 271 | 490 | 364 | 747 | 215 |
| Biwai ... | 142 | 86 | 103 | 291 | 281 | 499 | 373 | 757 | 205 |
| Karanpura ... | 148 | 81 | 98 | 286 | 286 | 504 | 378 | 762 | 200 |
| Mandawar-Mahua Road ... | 158 | 75 | 93 | 281 | 291 | 510 | 384 | 767 | 195 |
| Ghosrana ... | 157 | 71 | 88 | 276 | 296 | 514 | 388 | 772 | 190 |
| Kherli ... | 165 | 63 | 81 | 269 | 303 | 509 | 383 | 776 | 183 |
| Nadhai ... | 175 | 53 | 70 | 258 | 314 | 498 | 372 | 765 | 172 |
| Helak ... | 186 | 42 | 60 | 248 | 324 | 488 | 362 | 755 | 162 |
| Bharatpur ‡ ... | 193 | 35† | 52 | 240 | 331 | 480 | 354 | 747 | 154 |
| Ikran ... | 201 | 28 | 60 | 248 | 339 | 488 | 362 | 755 | 162 |
| Achnera ... | 210 | 18 | ... | 241 | 348 | 497 | 371 | 764 | 153 |
| Bichpuri ... | 220 | 8 | 63 | 251 | 358 | 507 | 381 | 774 | 163 |
| Via Idgah (Agra) ... | 225 | ... | 68 | 256 | 363 | 505 | 386 | 772 | 169 |
| Agra Fort § ... | 226 | ... | 70 | 258 | 365 | 507 | 388 | 774 | 170 |
| Via Agra East Bank ... | 227 | ... | 71 | 259 | 366 | 508 | 389 | 775 | 171 |
| Parkham ... | 218 | 26 | 38 | 233 | 341 | 505 | 379 | 772 | 145 |
| Dhalnsa ... | 221 | 33 | 31 | 226 | 359 | 508 | 382 | 775 | 138 |
| Muttra Cant. ... | 216 | 41 | 29 | 217 | 354 | 503 | 377 | ... | 131 |
| Masani ... | 218 | 44 | 33 | 221 | 356 | 505 | 379 | ... | 133 |
| Brindaban* ... | 223 | 49 | 37 | 225 | 361 | 510 | 384 | 777 | 138 |
| Raya ... | 224 | 49 | 21 | 209 | 362 | 511 | 385 | 778 | 123 |
| Mursan ... | 233 | 58 | 12 | 200 | 371 | 520 | 394 | 787 | 114 |
| Hathras City † ... | 240 | 65 | 5† | 193 | 378 | 527 | 401 | 794 | 107 |

* The actual distance from via Muttra Jn. to Brindaban is 8 miles.

† Coal, Coke and Patent Fuel cannot be booked to Hathras City via Hathras Road Jn.

‡ This distance is via Agra East Bank (M. G.). The distance from Agra Cant. and via, via Bayana and Broad Gauge is 77 miles. The actual distance from via Muttra Jn. to Bharatpur, is 21 miles.

§ Coal, Coke and Patent Fuel in bulk must not be booked to Agra Fort via Metre Gauge section.

|| Closed.

| Stations. | Distances. | | | | | | | | |
|-----------------------|-----------------------------|------------------------|----------------------|----------------------------------------|---------------|--------------|-------------|--------------|-----------------|
| | Via Delhi Serai Rohilla. | Via Agra East Bank. | Via Hathras Road. | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khandwa. | Via Ujjain. | Via Amalner. | Via Farukhabad. |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Hathras Road ... | 245 | 71 | ... | 188 | 383 | 532 | 406 | 799 | 102 |
| Via Hathras Road ... | 245 | 71 | ... | 188 | 383 | 532 | 406 | 799 | 102 |
| Rati-ka-Nagla ... | 253 | 78 | 8 | 180 | 391 | 540 | 414 | 807 | 94 |
| Sikandra Rao ... | 261 | 86 | 16 | 172 | 399 | 548 | 422 | 815 | 86 |
| Agsauli ... | 268 | 93 | 22 | 165 | 406 | 555 | 429 | 822 | 79 |
| Marehra ... | 272 | 97 | 27 | 161 | 410 | 559 | 433 | 826 | 75 |
| Kasganj and via ... | 279 | 104 | 34 | 154 | 417 | 566 | 440 | 833 | 68 |
| Badhari Kalan ... | 285 | 110 | 40 | 148 | 423 | 572 | 446 | 839 | 61 |
| Sahawar Town ... | 291 | 116 | 46 | 142 | 429 | 578 | 452 | 845 | 55 |
| Ganj Dundwara ... | 299 | 124 | 54 | 134 | 437 | 586 | 460 | 853 | 47 |
| Patiali on Ganges ... | 303 | 128 | 58 | 130 | 441 | 590 | 464 | 857 | 43 |
| Dariaoganj ... | 312 | 137 | 67 | 121 | 450 | 599 | 473 | 866 | 35 |
| Budain ... | 319 | 143 | 74 | 114 | 457 | 606 | 480 | 873 | 28 |
| Kaimganj ... | 328 | 153 | 83 | 105 | 466 | 615 | 489 | 882 | 10 |
| Shamsabad ... | 336 | 161 | 91 | 97 | 474 | 623 | 497 | 890 | 19 |
| Farukhabad & via ... | 347 | 171 | 102 | 86 | 485 | 634 | 508 | 901 | ... |
| Fatehgarh ... | 350 | 175 | 105 | 83 | 488 | 637 | 511 | 904 | 3 |
| Kamalaganj ... | 358 | 182 | 113 | 75 | 499 | 645 | 519 | 912 | 11 |
| Khudaganj ... | 363 | 188 | 118 | 70 | 501 | 650 | 524 | 917 | 16 |
| Gurshaiganj ... | 370 | 194 | 125 | 63 | 508 | 657 | 531 | 924 | 23 |
| Jasoda ... | 375 | 200 | 130 | 58 | 513 | 662 | 536 | 929 | 29 |
| Kanauj ... | 383 | 208 | 138 | 50 | 521 | 670 | 544 | 937 | 37 |
| Araul ... | 393 | 217 | 148 | 40 | 531 | 680 | 554 | 947 | 46 |
| Bilaur ... | 399 | 224 | 154 | 34 | 537 | 686 | 560 | 953 | 52 |
| Utri Pura ... | 406 | 231 | 161 | 27 | 544 | 693 | 567 | 960 | 60 |
| Bairajpur ... | 411 | 236 | 166 | 22 | 549 | 698 | 572 | 965 | 64 |
| Chaubepur ... | 417 | 242 | 172 | 16 | 555 | 704 | 578 | 971 | 70 |
| Mandhana ... | 421 | 246 | 176 | 12 | 559 | 708 | 582 | 975 | 75 |
| Brahmavarat ... | 426 | 251 | 181 | 17 | 564 | 713 | 587 | 980 | 80 |
| Kallanpur ... | 426 | 250 | 181 | 7 | 564 | 713 | 587 | 980 | 79 |
| Rawatpur ... | 439 | 255 | 184 | 4 | ... | 716 | 590 | 983 | 82 |
| Cawnpore ... | 433 | 259 | 188 | ... | 571 | 720 | 594 | 987 | 86 |
| Via Cawnpore ... | 433 | 259 | 188 | ... | 571 | 720 | 594 | 987 | 86 |
| Baswa ... | 125 | 103 | 120 | 308 | 263 | 497 | 371 | 775 | 222 |
| Rajgarh ... | 118 | 111 | 128 | 316 | 256 | 505 | 379 | 763 | 230 |
| Dhigawara ... | 112 | 116 | 134 | 322 | 249 | 511 | 385 | 768 | 236 |
| Malakhera ... | 107 | 121 | 138 | 326 | 245 | 515 | 389 | 773 | 240 |
| Mahwa ... | 102 | 126 | 143 | 331 | 240 | 520 | 394 | 778 | 252 |
| Alwar ... | 95 | 133 | 150 | 338 | 234 | 527 | 401 | 785 | 245 |
| Parisal ... | 87 | 141 | 159 | 347 | 225 | 536 | 410 | 793 | 261 |
| Khairthal ... | 79 | 150 | 167 | 356 | 217 | 544 | 418 | 802 | 269 |
| Harsauli ... | 74 | 155 | 172 | 360 | 212 | 549 | 423 | 807 | 274 |
| Ajeraka ... | 66 | 162 | 179 | 367 | 205 | 546 | 430 | 808 | 281 |
| Bawal ... | 58 | 170 | 187 | 375 | 197 | 564 | 438 | 800 | 289 |
| Rewari ... | 49 | 179 | 196 | 384 | 187 | 573 | 447 | 790 | 298 |
| Jatusana ... | 60 | 190 | 207 | 395 | 176 | 584 | 458 | 801 | 309 |
| Kosli ... | 66 | 196 | 213 | 401 | 170 | 590 | 464 | 807 | 315 |
| Iharli ... | 75 | 205 | 222 | 410 | 161 | 599 | 473 | 816 | 924 |

| Stations. | Distances. | | | | | | | | | |
|-----------------------------|-----------------------------|------------------------|----------------------|----------------------------------------|---------------|--------------|-------------|--------------|-----------------|--|
| | Via Delhi Serai Rohilla. | Via Agra East Bank. | Via Hathras Road. | Via Cawnpore Central Goods Shed. | Via Bhatinda. | Via Khandwa. | Via Ujjain. | Via Amalner. | Via Farukhabad. | |
| | Miles. | Miles. | Miles. | Miles. | Miles. | Mi.es. | Miles. | Miles. | Miles. | |
| Charkhi-Dadri ... | 84 | 214 | 231 | 421 | 152 | 608 | 482 | 825 | 333 | |
| Manheru ... | 92 | 222 | 239 | 427 | 144 | 616 | 490 | 833 | 341 | |
| Bhiwani ... | 101 | 231 | 248 | 436 | 135 | 625 | 499 | 842 | 350 | |
| Bawani-Khera ... | 112 | 242 | 259 | 447 | 124 | 636 | 510 | 853 | 361 | |
| Hansi ... | 123 | 253 | 270 | 458 | 113 | 647 | 521 | 864 | 372 | |
| Satrod ... | 131 | 261 | 278 | 466 | 105 | 655 | 529 | 872 | 380 | |
| Hissar and via ‡ | 138 | 268 | 285 | 473 | 98 | 662 | 536 | 879 | 387 | |
| Jakhod Khera ... | 148 | 278 | 295 | 483 | 88 | 672 | 546 | 889 | 397 | |
| Mandi Adampur ... | 156 | 286 | 303 | 491 | 80 | 680 | 554 | 897 | 405 | |
| Bhattu ... | 167 | 297 | 314 | 502 | 69 | 691 | 565 | 908 | 416 | |
| Ding ... | 174 | 304 | 321 | 509 | 62 | 798 | 572 | 915 | 423 | |
| Suchan-Kotli ... | 180 | 310 | 327 | 515 | 56 | 704 | 578 | 921 | 429 | |
| Sirsa ... | 189 | 319 | 336 | 524 | 47 | 713 | 587 | 930 | 438 | |
| Bara-Gudah ... | 200 | 330 | 347 | 535 | 36 | 724 | 598 | 941 | 449 | |
| Kalanwali ... | 209 | 339 | 356 | 544 | 27 | 733 | 607 | 950 | 458 | |
| Raman ... | 318 | 348 | 365 | 553 | 18 | 742 | 616 | 959 | 467 | |
| Shergarh ... | 225 | 355 | 372 | 560 | 11 | 749 | 623 | 966 | 474 | |
| Bhatinda ... | 236 | 366 | 383 | 571 | ... | 760 | 634 | 977 | 485 | |
| Via Bhatinda ... | 236 | 366 | 383 | 571 | ... | 760 | 634 | 977 | 485 | |
| Goniana ... | 243 | 373 | 390 | 578 | 8 | 767 | 641 | 984 | 492 | |
| Jaithu ... | 252 | 382 | 399 | 587 | 17 | 776 | 650 | 993 | 501 | |
| Kot-Kapura ... | 262 | 392 | 409 | 597 | 27 | 786 | 660 | 1003 | 511 | |
| Via Kot-Kapura ... | 262 | 392 | 409 | 597 | 27 | 786 | 660 | 1003 | 511 | |
| Bariwala ... | 273 | 403 | 420 | 608 | 37 | 797 | 671 | 1014 | 522 | |
| Muktsar ... | 282 | 412 | 429 | 617 | 47 | 806 | 680 | 1023 | 531 | |
| Lakhewali ... | 292 | 422 | 439 | 627 | 57 | 816 | 690 | 1033 | 541 | |
| Ghak-Pakhewala ... | 303 | 433 | 450 | 638 | 67 | 827 | 701 | 1044 | 552 | |
| Fazilka and via ... | 312 | 442 | 459 | 647 | 76 | 836 | 710 | 1053 | 561 | |
| Khalilpur ... | 42 | 186 | 203 | 391 | 194 | 580 | 454 | 797 | 305 | |
| Pataudi Road ... | 35 | 193 | 210 | 398 | 201 | 587 | 461 | 804 | 312 | |
| Patli ... | 28 | 199 | 217 | 405 | 208 | 594 | 468 | 811 | 319 | |
| Garhi Harsaru ... | 22 | 205 | 222 | 410 | 213 | 599 | 473 | 816 | 324 | |
| Farukhnagar ... | 31 | 213 | 230 | 418 | 221 | 607 | 481 | 824 | 332 | |
| Gurgaon ... | 16 | 211 | 228 | 416 | 219 | 605 | 479 | 822 | 330 | |
| Palam ... | 8 | 219 | 237 | 425 | 228 | 614 | 488 | 831 | 339 | |
| Via Delhi Serai Rohilla ... | ... | 227 | 245 | 433 | 236 | 622 | 496 | 839 | 347 | |
| Delhi Queens Road ‡ | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Delhi Lahori Gate ‡ ... | ... | 230 | 248 | 436 | 239 | 625 | 499 | 842 | 350 | |

† Coal, Coke and Patent Fuel for the Public are not accepted for despatch to these stations.

‡ Coal, Coke and Patent Fuel in full wagon loads can not be booked to Hissar via Delhi, Serai Rohilla.

| Stations | Ondal | Ukhra | Pandaveswar | Darulah Siding. | Samla No. 4 | Palasthali | Panchra | Route |
|-----------------------------------|--------|--------|-------------|-----------------|-------------|------------|---------|-----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abu Road* | 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | Via Agra East Bank. |
| Achnera* | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | 8 9 | " " " |
| Ahmedabad. Asarva or Kankaria. | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 2 | " Agra Cant. and Bayana. |
| Ajmer* | 10 0 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 2 | " Agra East Bank. |
| Ajnoda* | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " " " |
| Alwar* | 9 5 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | " " " |
| Amalsad | 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 11 | " Naini and Amalner. |
| Amargarh | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | 11 0 | 11 0 | " Agra Cant. and Bayana. |
| Ambli Road | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | " " " |
| Ambliyan* | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 4 | 12 2 | " Agra East Bank. |
| Via Ambliyan* | 11 12 | 11 12 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " Agra Cant. and Bayana. |
| Anand | 11 11 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " " " |
| Via Anand§ | 11 7 | 11 10 | 11 10 | 11 10 | 11 10 | 11 12 | 11 10 | " " " |
| Anas | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | " " " |
| Anklesvar | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | " " " |
| Via Anklesvar§ | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | 11 10 | " " " |
| Andheri† | 12 8 | 12 8 | 12 8 | 12 8 | 12 8 | 12 10 | 12 10 | " Naini and Dadar. |
| Araul* | 7 9 | 7 9 | 7 9 | 7 12 | 7 9 | 7 12 | 7 12 | " Cawnpore Central Goods Shed. |
| Aslaoda | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | " Agra Cant. and Bayana. |
| Badhal* | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | " Agra East Bank. |
| Badhari Kalan* | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 9 | 8 7 | " Cawnpore Central Goods Shed. |
| Bajranggarh | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " Agra Cant. and Bayana. |
| Bamnia | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " " " |
| Bandikui* | 9 0 | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | " Agra East Bank. |
| Bandra† | 12 6 | 12 8 | 12 8 | 12 8 | 12 8 | 12 10 | 12 8 | " Naini and Dadar. |
| Bangrod | 10 9 | 10 9 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | " Agra Cant. and Bayana. |
| Bardoli | 11 4 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | " Naini and Amalner. |
| Barejadi | 12 0 | 12 0 | 12 2 | 12 2 | 12 2 | 12 4 | 12 2 | " Agra Cant. and Bayana. |
| Barnagar* | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | " Agra East Bank. |
| Baroda | 11 11 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " Agra Cant. and Bayana. |
| Barwaha* | 10 2 | 10 2 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " Naini and Khandwa. |
| Bawani Khara* | 10 0 | 10 0 | 10 2 | 10 2 | 10 2 | 10 5 | 10 2 | " Ghaziabad and Delhi Serai Rohilla. |
| Bayana | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | " Agra Cant. |
| Beawar* | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " Agra East Bank. |
| Bhairongarh | 10 11 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | " Agra Cant. and Bayana. |
| Bhalaj ... | 11 11 | 11 11 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " " " |
| Bassein Road | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | " Naini, " Amalner and Udhna. |
| Bhagwanpura* | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " Agra East Bank. |
| Bharatpur. | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | " Agra Cant. and Muttra Jn. |

* A transhipment charge of Re. 0-4 6 per ton must be levied in addition to these rates. This transhipment charge is not levied on BB&CIR Loco. coal.

§ These rates include the EIR terminal charge of As. 4 per ton only but do not include the transhipment charge which must be levied in addition, wherever due.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—(i) A surcharge of 12½ per cent of the total freight charges subject to the maximum of Re. 1-0-0 per ton is leviable in addition (except on Soft Coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

B. B. & C. I. Ry.

| Stations | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|-----------------------------------|----------|------------------------------------------|---------------|-----------|---------|--------|---------------|-----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abu Road* | 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | 11 4 | 11 7 | Via Agra East Bank. |
| Achnera* | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | " |
| Ahmedabad, Asarva or Kankaria. | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | " Agra Cant. and Bayana. |
| Ajmer* | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " Agra East Bank. |
| Ajnod* | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " " |
| Alwar* | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | " " |
| Amalsad | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | 11 14 | " Naini and Amalner. |
| Amargarh | 10 11 | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | " Agra Cant. and Bayana. |
| Ambli Road | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | " " |
| Ambliyasani* | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | " Agra East Bank. |
| Via Ambliyasani* | 11 12 | 11 12 | 11 12 | 11 10 | 11 10 | 11 10 | 11 12 | " Agra Cant. and Bayana. |
| Anand | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | " " |
| Via Anand§ | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " " |
| Anas | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | " " |
| Anklesvar | 11 9 | 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | 11 14 | " " |
| Via Anklesvar§ | 11 5 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 10 | " " |
| Andheri † | 12 6 | 12 6 | 12 8 | 12 6 | 12 6 | 12 6 | 12 10 | " Naini and Dadar. |
| Arauli* | 7 9 | 7 9 | 7 9 | 7 7 | 7 7 | 7 7 | 7 7 | " Cawnpore Central Goods Shed. |
| Aslaoda | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | " Agra Cant. and Bayana. |
| Badhal* | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | " Agra East Bank. |
| Badhari Kalan* | 8 5 | 8 5 | 8 5 | 8 5 | 8 3 | 8 5 | 8 5 | " Cawnpore Central Goods Shed. |
| Bajranggarh | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 14 | 10 14 | " Agra Cant. and Bayana. |
| Bamnia | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | " " |
| Bandikui* | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | " Agra East Bank. |
| Bandra† | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 10 | " Naini and Dadar. |
| Bangrod | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | " Agra Cant. and Bayana. |
| Bardoli | 11 4 | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 7 | " Naini and Amalner. |
| Barejadi | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | " Agra Cant. and Bayana. |
| Barnagar* | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | " Agra East Bank. |
| Baroda | 11 11 | 11 11 | 11 11 | 11 11 | 11 9 | 11 11 | 11 11 | " Agra Cant. and Bayana. |
| Barwahan | 10 2 | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | 10 2 | " Naini and Khandwa. |
| Bawani Khera* | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | " Ghaziabad and Delhi Seral Rohilla. |
| Bayana | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | " Agra Cant. |
| Beawar* | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | 10 2 | 10 5 | " Agra East Bank. |
| Bhalrongarh | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | " Agra Cant. and Bayana. |
| Bhalaj ... | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | 11 11 | " |
| Bassein Road | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 9 | " Naini, " Amalner and Udhna. |
| Bhagwanpura* | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | 10 14 | " Agra East Bank. |
| Bharatpur | 8 12 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | " Agra Cant. and Muttra Jn. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|-----------------------------------|----------|------------|---------|--------|---------|--------|------------|-----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abu Road* | 11 7 | 11 4 | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | Via Agra East Bank. |
| Achnera* | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | " " " |
| Ahmedabad, Asarva or Kankaria. | 12 0 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | " Agra Cant. and Bayana. |
| Ajmer* | 10 0 | 9 14 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " Agra East Bank. |
| Ajnod* | 10 5 | 10 2 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | " " |
| Alwar* | 9 5 | 9 2 | 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | " " |
| Amalsad | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " Naini and Amalner. |
| Amargarh | 10 14 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | " Agra Cant. and Banaya. |
| Ambli Road | 12 2 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | | " " |
| Ambliyan* | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " Agra East Bank. |
| Via Ambliyan* | 11 12 | 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | " Agra Cant. and Bayana. |
| Anand | 11 11 | 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | " " |
| Via Anand§ | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | " " |
| Anas | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " " |
| Anklesvar | 11 14 | 11 9 | 11 11 | 11 9 | 11 9 | 11 11 | 11 11 | " " |
| Via Anklesvar§ | 11 10 | 11 5 | 11 7 | 11 5 | 11 5 | 11 7 | 11 7 | " " |
| Andheri† | 12 10 | 12 6 | 12 6 | 12 6 | 12 6 | 12 8 | 12 8 | " Naini and Dadar. |
| Araul* | 7 9 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 5 | " Cawnpore Central Goods Shed. |
| Aslaoda | 10 5 | 10 2 | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | " Agra Cant. and Bayana. |
| Badhal* | 9 11 | 9 9 | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | " Agra East Bank. |
| Badharl Kalan* | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | " Cawnpore Central Goods Shed. |
| Bajranggarh | 10 14 | 10 11 | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | " Agra Cant. and Bayana. |
| Bamnia | 10 14 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | " " |
| Bandikui* | 9 0 | 8 14 | 9 0 | 8 14 | 8 14 | 8 14 | 8 14 | " Agra East Bank. |
| Bandra† | 12 8 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | " Naini and Dadar. |
| Bangrod | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | " Agra Cant. and Bayana. |
| Bardoli | 11 7 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | " Naini and Amalner. |
| Barejadi | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | " Agra Cant. and Bayana. |
| Barnagar* | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | " Agra East Bank. |
| Baroda | 11 11 | 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | " Agra Cant. and Bayana. |
| Barwaha* | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " Naini and Khandwa. |
| Bawani Khera* | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | " Ghaziabad and Delhi Serai Rohilla. |
| Bayana | 8 12 | 8 9 | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | " Agra Cant. |
| Beawar* | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 2 | " Agra East Bank. |
| Bhairongarh | 10 11 | 10 9 | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | " Agra Cant. and Bayana. |
| Bhalaj ... | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " " " " |
| Bassein Road | 12 9 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | " Naini, " Amalner and Udhna. |
| Bhagwanpura* | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | " Agra East Bank. |
| Bharatpur | 8 14 | 8 12 | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | " Agra Cant. and Muttra Jn. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. Coal.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardihi & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|------------------------------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|--------|---------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abu Road* ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7- | Via Agra East Bank. |
| Achnera* ... | 8 5 | 8 3 | 8 3 | 8 9 | 8 9 | 8 9 | 8 9 | " " |
| Ahmedabad, Asarva or Kankaria. ... | 11 14 | 11 11 | 11 11 | 12 2 | 12 2 | 12 2 | 12 2 | " Agra Cant. and Bayana. |
| Ajmer* ... | 9 14 | 9 11 | 9 11 | 10 2 | 10 2 | 10 2 | 10 2 | " Agra East Bank. |
| Ajnod* ... | 10 0 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 5 | " " |
| Alwar* ... | 9 0 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 5 | " " |
| Amalsad ... | 11 11 | 11 11 | 11 7 | 12 0 | 12 0 | 12 0 | 11 11 | " Naini and Amalner. |
| Amargarh ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " Agra Cant. and Bayana. |
| Ambli Road ... | 11 14 | 11 11 | 11 14 | 12 2 | 12 2 | 12 4 | 12 2 | " " |
| Ambliyan* ... | 11 11 | 11 9 | 11 11 | 12 2 | 12 2 | 12 2 | 12 0 | " Agra East Bank. |
| Via Ambliyan* ... | 11 7 | 11 5 | 11 7 | 11 14 | 11 14 | 11 14 | 11 12 | " Agra Cant. and Bayana. |
| Anand ... | 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | " " |
| Via Anand § ... | 11 5 | 11 3 | 11 3 | 11 10 | 11 10 | 11 10 | 11 10 | " " |
| Anas ... | 10 11 | 10 11 | 10 11 | 11 2 | 11 2 | 11 2 | 11 0 | " " |
| Anklesvar ... | 11 11 | 11 14 | 11 9 | 12 2 | 12 2 | 12 2 | 11 11 | " " |
| Via Anklesvar § ... | 11 7 | 11 10 | 11 5 | 11 14 | 11 14 | 11 14 | 11 7 | " " |
| Andheri† ... | 12 8 | 12 9 | 12 6 | 12 15 | 12 15 | 12 15 | 12 8 | " Naini and Dadar. |
| Araul* ... | 7 5 | 7 3 | 7 3 | 7 9 | 7 9 | 7 9 | 7 9 | " Cawnpore Central Goods Shed. |
| Aslaoda ... | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | " Agra Cant. and Bayana. |
| Badhal* ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | " Agra East Bank. |
| Badhari Kalan* ... | 8 0 | 8 0 | 8 0 | 8 7 | 8 7 | 8 7 | 8 5 | " Cawnpore Central Goods Shed. |
| Bajranggarh ... | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | " Agra Cant. and Bayana. |
| Bannia ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " " |
| Bandikui* ... | 1 14 | 8 12 | 8 12 | 9 2 | 9 2 | 9 2 | 9 2 | " Agra East Bank. |
| Bandra† ... | 12 8 | 12 8 | 12 6 | 12 12 | 12 12 | 12 15 | 12 8 | " Naini and Dadar. |
| Bangrod ... | 10 5 | 10 2 | 10 5 | 10 9 | 10 9 | 10 11 | 10 9 | " Agra Cant. and Bayana. |
| Bardoli ... | 11 4 | 11 7 | 11 2 | 11 11 | 11 11 | 11 11 | 11 7 | " Naini and Amalner. |
| Barejadi ... | 11 11 | 11 9 | 11 11 | 12 0 | 12 0 | 12 2 | 12 0 | " Agra Cant. and Bayana. |
| Barnagar* ... | 10 2 | 10 0 | 10 2 | 10 7 | 10 7 | 10 9 | 10 7 | " Agra East Bank. |
| Baroda ... | 11 7 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 11 | " Agra Cant. and Bayana. |
| Barwaha* ... | 9 14 | 9 11 | 9 14 | 10 2 | 10 2 | 10 5 | 10 2 | " Naini and Khandwa. |
| Bawani Khera* ... | 9 11 | 9 9 | 9 11 | 10 2 | 10 2 | 10 2 | 10 0 | " Ghaziabad and Delhi Seral. Rohilla. |
| Bayana ... | 8 9 | 8 7 | 8 7 | 8 14 | 8 14 | 8 14 | 8 14 | " Agra Cant. |
| Beawar* ... | 10 0 | 9 14 | 10 0 | 10 5 | 10 5 | 10 7 | 10 5 | " Agra East Bank. |
| Bhairongarh ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " Agra Cant. and Bayana. |
| Bhalaj ... | 11 7 | 11 4 | 11 7 | 11 14 | 11 14 | 11 14 | 11 11 | " " |
| Bassein Road ... | 12 7 | 12 9 | 12 4 | 12 13 | 12 13 | 12 13 | 12 7 | " Naini, " Amalner and Udhna. |
| Bhagwanpura* ... | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | " Agra East Bank. |
| Bharatpur ... | 8 9 | 8 7 | 8 7 | 8 14 | 8 14 | 8 14 | 8 14 | " Agra Cant. and Muttra Jn. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharges leviable in addition, see notes (i) and (ii) under "N.R." at page 755

| Station | Toposi | Singara | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-----------------------------------|--------|---------|--------|---------|----------|----------|-----------|-----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abu Road* | 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | 11 7 | 11 7 | Via Agra East Bank. |
| Achnera* | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 9 | 8 9 | " " " |
| Ahmedabad, Asarva or Kankaria. | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | " Agra Cant. and Bayana. |
| Ajmer* | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | " Agra East Bank. |
| Ajnoda* | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | " " |
| Alwar* | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | " " |
| Amalsad | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 11 | 11 11 | " Naini and Amalner. |
| Amargarh | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 14 | 10 14 | " Agra Cant. and Bayana. |
| Ambli Road | 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 2 | " " |
| Ambliyan* | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 2 | " Agra East Bank. |
| Via Ambliyan* | 11 12 | 11 12 | 11 12 | 11 12 | 11 10 | 11 12 | 11 14 | " Agra Cant. and Bayana. |
| Anand | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | " " |
| Via Anand § | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | " " |
| Anas | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | " " |
| Anklesvar | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | " " |
| Via Anklesvar§ | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | " " |
| Andheri† | 12 8 | 12 8 | 12 8 | 12 8 | 12 8 | 12 8 | 12 10 | " Naini and Dadar. |
| Araul* | 7 9 | 7 9 | 7 9 | 7 7 | 7 7 | 7 9 | 7 9 | " Cawnpore Central Goods Shed. |
| Asloda | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | 10 5 | 10 5 | " Agra Cant. and Bayana. |
| Badhal* | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 14 | " Agra East Bank. |
| Badhari Kalan* | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | " Cawnpore Central Goods Shed. |
| Bajranggarh | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | " Agra Cant. and Bayana. |
| Bamnia | 10 11 | 10 14 | 10 11 | 10 11 | 10 11 | 10 14 | 10 14 | " " |
| Bandikui* | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | " Agra East Bank. |
| Bandra† | 12 8 | 12 8 | 12 8 | 12 8 | 12 6 | 12 8 | 12 8 | " Naini and Dadar. |
| Bangrod | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 9 | 10 9 | " Agra Cant. and Bayana. |
| Bardoli | 11 4 | 11 7 | 11 4 | 11 4 | 11 4 | 11 7 | 11 7 | " Naini and Amalner. |
| Barejadi | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 12 0 | 12 0 | " Agra Cant. and Bayana. |
| Barnagar* | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 7 | 10 7 | " Agra East Bank. |
| Baroda | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | " Agra Cant. and Bayana. |
| Barwaha* | 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 2 | 10 2 | " Naini and Khandwa. |
| Bawani Khera* | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 10 0 | 10 2 | " Ghaziabad and Delhi Serai Rohilla. |
| Bayana | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | " Agra Cant. |
| Beawar* | 10 5 | 10 5 | 10 5 | 10 5 | 10 2 | 10 5 | 10 5 | " Agra East Bank. |
| Bhairongarh | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | " Agra Cant. and Bayana. |
| Bhalaj ... | 11 11 | 11 11 | 11 11 | 11 11 | 11 9 | 11 11 | 11 14 | " " |
| Bassein Road | 12 7 | 12 7 | 12 7 | 12 7 | 12 4 | 12 7 | 12 9 | " Naini, " Amalner and Udhna. |
| Bhagwanpura* | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 14 | 11 0 | " Agra East Bank. |
| Bharatpur | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | " Agra Cant. and Muttra Jn. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. Coal.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route |
|-----------------------------------|---------|----------------|-------------|--------|-------------|-----------|--------|-----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Abu Road* | 10 5 | 10 5 | 11 0 | 11 0 | 11 4 | 11 2 | 11 0 | Via Agra East Bank. |
| Achnera* | 7 7 | 7 7 | 8 3 | 8 3 | 8 5 | 8 5 | 8 0 | " " " |
| Ahmedabad, Asarva or Kankaria. | 11 0 | 11 0 | 11 9 | 11 11 | 11 14 | 11 14 | 11 9 | " Agra Cant. and Bayana. |
| Ajmer* | 9 0 | 9 0 | 9 9 | 9 11 | 9 14 | 9 14 | 9 9 | " Agra East Bank. |
| Ajnod* | 9 2 | 9 5 | 9 14 | 10 0 | 10 2 | 10 2 | 9 14 | " " " |
| Alwar* | 8 3 | 8 5 | 8 14 | 9 0 | 9 2 | 9 2 | 8 14 | " " " |
| Amalsad | 11 0 | 11 0 | 11 9 | 11 11 | 11 7 | 11 7 | 11 9 | " Naini and Amalner. |
| Amargarh | 9 11 | 9 11 | 10 7 | 10 7 | 10 9 | 10 9 | 10 7 | " Agra Cant. and Bayana. |
| Ambli Road | 11 0 | 11 0 | 11 11 | 11 14 | 12 0 | 11 14 | 11 11 | " " " |
| Ambliyan* | 10 14 | 10 14 | 11 9 | 11 11 | 11 14 | 11 11 | 11 9 | " Agra East Bank. |
| Via Ambliyan* | 10 10 | 10 10 | 11 5 | 11 7 | 11 10 | 11 7 | 11 5 | " Agra Cant. and Bayana. |
| Anand | 10 11 | 10 11 | 11 4 | 11 7 | 11 9 | 11 9 | 11 4 | " " " |
| Via Anand§ | 10 7 | 10 7 | 11 0 | 11 3 | 11 5 | 11 5 | 11 0 | " " " |
| Anas ... | 9 14 | 9 14 | 10 9 | 10 11 | 10 14 | 10 14 | 10 9 | " " " |
| Anklesvar | 11 0 | 11 0 | 11 11 | 11 11 | 11 9 | 11 7 | 11 11 | " " " |
| Via Anklesvar§ | 10 12 | 10 12 | 11 7 | 11 7 | 11 5 | 11 3 | 11 7 | " " " |
| Andheri† | 11 12 | 11 12 | 12 8 | 12 8 | 12 6 | 12 3 | 12 8 | " Naini and Dadar. |
| Araui* | 6 7 | 6 7 | 7 3 | 7 3 | 7 5 | 7 5 | 7 3 | " Cawnpore Central Goods Shed. |
| Aslaoda | 9 2 | 9 2 | 9 14 | 9 14 | 10 0 | 10 0 | 9 14 | " Agra Cant. and Bayana. |
| Badhal* | 8 12 | 8 12 | 9 7 | 9 7 | 9 9 | 9 9 | 9 5 | " Agra East Bank. |
| Badhari Kalan* | 7 3 | 7 3 | 7 14 | 8 0 | 8 3 | 8 3 | 7 14 | " Cawnpore Central Goods Shed. |
| Bajranggarh | 9 11 | 9 14 | 10 7 | 10 9 | 10 11 | 10 11 | 10 7 | " Agra Cant. and Bayana. |
| Bamnina | 9 11 | 9 11 | 10 7 | 10 7 | 10 9 | 10 9 | 10 5 | " " " |
| Bandikui* | 8 0 | 8 0 | 8 9 | 8 12 | 8 14 | 8 14 | 8 9 | " Agra East Bank. |
| Bandra† | 11 12 | 11 12 | 12 6 | 12 8 | 12 3 | 12 3 | 12 6 | " Naini and Dadar. |
| Bangrod | 9 7 | 9 7 | 10 2 | 10 2 | 10 7 | 10 5 | 10 2 | " Agra Cant. and Bayana. |
| Bardoli | 10 9 | 10 11 | 11 4 | 11 7 | 11 2 | 11 2 | 11 4 | " Naini and Amalner. |
| Barejadi | 10 14 | 10 14 | 11 9 | 11 11 | 11 14 | 11 11 | 11 9 | " Agra Cant. and Bayana. |
| Barnagar* | 9 5 | 9 5 | 10 0 | 10 0 | 10 5 | 10 2 | 10 0 | " Agra East Bank. |
| Baroda | 10 9 | 10 11 | 11 4 | 11 7 | 11 9 | 11 9 | 11 14 | " Agra Cant. and Bayana. |
| Barwaha* | 9 0 | 9 0 | 9 11 | 9 14 | 10 0 | 9 14 | 9 11 | " Naini and Khandwa. |
| Bawani Khera* | 8 14 | 8 14 | 9 9 | 9 11 | 9 14 | 9 11 | 9 9 | " Ghazlabad and Delhi Seral Rohilla. |
| Bayana | 7 12 | 7 12 | 8 7 | 8 7 | 8 9 | 8 9 | 8 5 | " Agra Cant. |
| Beawar* | 9 2 | 9 2 | 9 14 | 10 0 | 10 2 | 10 0 | 9 14 | " Agra East Bank. |
| Bhairongarh | 9 11 | 9 11 | 10 5 | 10 7 | 10 9 | 10 9 | 10 5 | " Agra Cant. and Bayana. |
| Bhalaj ... | 10 9 | 10 9 | 11 4 | 11 7 | 11 9 | 11 9 | 11 4 | " " " |
| Bassein Road | 11 11 | 11 11 | 12 7 | 12 7 | 12 4 | 12 2 | 12 7 | " Naini, " Amalner and Udhna. |
| Bhagwanpura* | 9 11 | 9 11 | 10 7 | 10 9 | 10 11 | 10 11 | 10 7 | " Agra East Bank. |
| Bharatpur | 7 12 | 7 12 | 8 7 | 8 7 | 8 9 | 8 9 | 8 7 | " Agra Cant. and Muttra Jn. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

§ These rates include the FIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the FIR terminal charge of Re. 0-4-0 per ton, and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755;

| Stations | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Palasthali | Panchra | Route |
|------------------------------------------------------|--------|--------|-------------|----------------|-------------|------------|---------|------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bhaton-ki-gali* | 9 9 | 9 9 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | Via Agra East Bank and Jaipur |
| Bhilad ... | 11 14 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | .. Naini and Amalner. |
| Bhilwara* | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | .. Agra East Bank. |
| Bhiwani* | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | .. Ghaziabad and Delhi Serai Rohilla. |
| BiJainagar* | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | .. Agra East Bank. |
| Bilhaur* | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | 7 12 | 7 9 | .. Cawnpore Central Goods Shed. |
| Bilimora | 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 11 | .. Naini and Amalner. |
| Via Bilimora§ | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | 11 7 | .. " |
| Bochasan | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | .. Agra Cant. and Bayana. |
| Bolsar ... | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | .. Naini and Amalner. |
| Bordi ... | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | .. Agra Cant. and Bayana. |
| Boriavi | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | 12 0 | 12 0 | .. " |
| Borivli† | 12 7 | 12 7 | 12 9 | 12 10 | 12 9 | 12 11 | 12 9 | .. Naini and Dadar. |
| Borsad | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | .. Agra Cant. |
| Brindaban* | 8 12 | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | .. Agra East Bank. |
| Broach | 11 11 | 11 11 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | .. Agra Cant. and Bayana. |
| Via Broach§ | 11 7 | 11 7 | 11 10 | 11 10 | 11 10 | 11 12 | 11 10 | .. " |
| Bulsar ... | 11 11 | 11 11 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | .. Naini and Amalner. |
| Champaner Road ... | 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 11 | .. Agra Cant. and Bayana. |
| Via Champaner Rd. (for Guzerat Ry. stations).§ | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | 11 7 | .. " |
| Chanachelao | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | .. " |
| Charkhi Dadri* | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | .. Ghaziabad and Delhi Serai Rohilla. |
| Chinchpada | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | .. Naini and Amalner. |
| Chitorgarh* | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | .. Agra East Bank. |
| Via Chitorgarh* (for U. C. Ry. stations)§ | 10 10 | 10 12 | 10 12 | 10 12 | 10 12 | 10 14 | 10 12 | .. " |
| Chomu Samod* | 9 9 | 9 9 | 9 11 | 9 11 | 9 11 | 9 14 | 9 11 | .. Agra East Bank and Jaipur. |
| Chambal* | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | .. Agra East Bank. |
| Chak-Pakhewala* | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | .. Ghaziabad and Kot- kapura. |
| Chota Gudha* | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 14 | .. Agra East Bank and Jaipur. |
| Dakor | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 11 | .. Agra Cant. and Bayana. |
| Dalauda* | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | .. Agra East Bank. |
| Daman Road | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 12 0 | .. Naini and Amalner. |
| Darah ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 5 | .. Agra Cant. and Bayana. |
| Derol ... | 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | 11 11 | 11 11 | .. " |
| Dhandhuka* | 12 9 | 12 11 | 12 11 | 12 11 | 12 11 | 12 13 | 12 11 | .. Agra East Bank and Sabarmati. |
| Via Dhandhuka*§ | 12 5 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | .. " |
| Dharewada* | 11 11 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | .. Agra East Bank. |
| Dhodhar* | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | .. " |
| Dohad | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | 11 4 | 11 4 | .. Agra Cant. and Bayana. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

B. B. & C. I. Ry.

| Station | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|----------------------------------------------------------|----------|-----------------------------------------|---------------|-----------|---------|--------|---------------|-----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bhaton-ki-gali* ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 9 | Via Agra East Bank and Jaipur |
| Bhilad ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 11 | 11 14 | 12 2 | „ Naini and Amalner. |
| Bhilwara* ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | „ Agra, East Bank. |
| Bhiwani* ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | „ Ghaziabad and Delhi Serai Rohilla. |
| Bijainagar* ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | „ Agra East Bank. |
| Bilhaur* ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | „ Cawnpore Central Goods Shed. |
| Bilimora ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 14 | „ Naini and Amalner. |
| Via Bilimora§ ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 10 | „ „ |
| Bohasan ... | 11 14 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | „ Agra Cant. and Bayana. |
| Boisar ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 4 | „ Naini and Amalner. |
| Bordi ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | „ Agra Cant. and Bayana. |
| Boriavi ... | 11 11 | 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | „ „ |
| Borivli† ... | 12 7 | 12 7 | 12 7 | 12 4 | 12 4 | 12 4 | 12 9 | „ Naini and Dadar. |
| Borsad ... | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | „ Agra Cant. |
| Brindaban* ... | 8 12 | 8 12 | 8 12 | 8 9 | 8 9 | 8 9 | 8 12 | „ Agra East Bank. |
| Broach ... | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | 11 14 | „ Agra Cant. and Bayana. |
| Via Broach§ ... | 11 7 | 11 7 | 11 7 | 11 5 | 11 5 | 11 5 | 11 10 | „ „ |
| Bulsar ... | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | 11 14 | „ Naini and Amalner. |
| Champaner Road ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | 11 9 | „ Agra Cant. and Bayana. |
| Via Champaner Rd. (for Guzerat Ry. stations).§ ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 3 | 11 5 | 11 5 | „ „ |
| Chanchelao ... | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | „ „ |
| Charkhi Dadri* ... | 9 11 | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | „ Ghaziabad and Delhi Serai Rohilla. |
| Chinchpada ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 2 | „ Naini and Amalner. |
| Chitorgarh* ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 14 | 10 14 | „ Agra East Bank. |
| Via Chitorgarh* (for U. C. Ry. stations)§ ... | 10 10 | 10 10 | 10 10 | 10 10 | 10 7 | 10 10 | 10 10 | „ „ |
| Chomu Samod* ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 9 | „ Agra East Bank & Jaipur. |
| Chambal* ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | „ Agra East Bank. |
| Chak-Pakhewala ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | „ Ghaziabad & Kotkapura. |
| Chota Gudha* ... | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | „ Agra East Bank & Jaipur. |
| Dakor ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | „ Agra Cant. and Bayana. |
| Dalanda* ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | „ Agra East Bank. |
| Daman Road ... | 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 12 0 | „ Naini & Amalner. |
| Darah ... | 10 2 | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | „ Agra Cant. & Bayana. |
| Derol ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | „ „ |
| Dhandhuka* ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | „ Agra East Bank & Sabarmatl. |
| Via Dhandhuka*§ ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | „ „ |
| Dharewada* ... | 11 11 | 11 11 | 11 11 | 11 11 | 11 9 | 11 11 | 11 11 | „ Agra East Bank. |
| Dhodhar* ... | 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 14 | „ „ |
| Dohad ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | „ Agra Cant. & Bayana. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Station | Karmatar | Sitarampur | Shajndih | Kulci | Barakar | Mugma | Mugma West | Route |
|-----------------------------------------------------|----------|------------|----------|--------|---------|--------|------------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bhaton-ki-gali* ... | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | Via Agra East Bank and Jaipur. |
| Bhilad ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | „ Naini and Amalner. |
| Bhilwara* ... | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | „ Agra East Bank. |
| Bhilwani* ... | 9 14 | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | „ Ghaziabad and Delhi Serai Rohilla. |
| Bijainagar* ... | 10 5 | 10 2 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | „ Agra East Bank. |
| Bilhaur* ... | 7 7 | 7 5 | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | „ Cawnpore Central Goods Shed. |
| Bilimora ... | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | „ Naini and Amalner. |
| Via Bilimora § ... | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | „ „ |
| Bochasan ... | 12 0 | 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | „ Agra Cant. and Bayana. |
| Boisar ... | 12 4 | 12 0 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | „ Naini and Amalner. |
| Bordi ... | 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | „ Agra Cant. and Bayana. |
| Borlavi ... | 11 14 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | „ „ |
| Borivli† ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | „ Naini and Dadar. |
| Borsad ... | 11 14 | 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | „ Agra Cant. |
| Brindaban* ... | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | 8 7 | 8 7 | „ Agra East Bank. |
| Broach ... | 11 14 | 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | „ Agra Cant. and Bayana. |
| Via Broach § ... | 11 10 | 11 5 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | „ „ |
| Bulsar ... | 11 14 | 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | „ Naini and Amalner. |
| Champaner Road ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | „ Agra Cant. and Bayana. |
| Via Champaner Rd. (for Guzerat Ry. stations). § ... | 11 5 | 11 3 | 11 3 | 11 3 | 11 3 | 11 3 | 11 3 | „ „ |
| Chanchelao ... | 11 7 | 11 4 | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | „ „ |
| Charkhi Dadri* ... | 9 14 | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | „ Ghaziabad and Delhi Serai Rohilla. |
| Chinchpada ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | „ Naini and Amalner. |
| Chitorgarh* ... | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | „ Agra East Bank. |
| Via Chitorgarh *(for U. C. Ry. stations) § ... | 10 10 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | „ „ |
| Chomu Samod* ... | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | „ Agra East Bank & Jaipur. |
| Chambal* ... | 10 5 | 10 2 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | „ Agra East Bank. |
| Chak-Pakhewala* ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | „ Ghaziabad & Kotkapura. |
| Chota Gudha* ... | 9 11 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | „ Agra East Bank & Jaipur. |
| Dakor ... | 11 9 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | „ Agra Cant. and Bayana. |
| Dalanda* ... | 10 14 | 10 11 | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | „ Agra East Bank. |
| Daman Road ... | 12 0 | 11 11 | 11 14 | 11 11 | 11 14 | 11 14 | 11 14 | „ Naini & Amalner. |
| Darah ... | 10 2 | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | „ Agra Cant. & Bayana. |
| Derol ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | 11 4 | „ „ |
| Dhandhuka* ... | 12 9 | 12 7 | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | „ Agra „ East Bank & Sabarmati. |
| Via Dhandhuka* § ... | 12 5 | 12 3 | 12 5 | 12 3 | 12 3 | 12 3 | 12 3 | „ „ |
| Dharewada* ... | 11 11 | 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | „ Agra East Bank. |
| Dhodhar* ... | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | „ „ |
| Dohad ... | 11 2 | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | „ Agra Cant. & Bayana. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Kalobathn | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|------------------------------------------------|-----------|---------|-------------------------------------------|----------|-------------|----------------|--------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bhaton-ki-gali* | 9 5 | 9 2 | 9 2 | 9 9 | 9 9 | 9 9 | 9 9 | Via Agra East Bank and Jaipur |
| Bhilad ... | 11 14 | 12 0 | 11 11 | 12 4 | 12 4 | 12 4 | 12 0 | „ Naini and Amalner. |
| Bhilwara* | 10 7 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 11 | „ Agra East Bank. |
| Bhiwani* | 9 11 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | „ Ghaziabad and Delhi Serai Rohilla. |
| Bijainagar* | 10 2 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | „ Agra East Bank. |
| Bilhaur* | 7 5 | 7 3 | 7 3 | 7 9 | 7 9 | 7 9 | 7 9 | „ Cawnpore Central Goods Shed. |
| Bilimora | 11 11 | 11 11 | 11 9 | 12 0 | 12 0 | 12 2 | 11 11 | „ Naini and Amalner. |
| Via Bilimora§ | 11 7 | 11 7 | 11 5 | 11 12 | 11 12 | 11 14 | 11 7 | „ „ |
| Bochasan | 11 11 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | „ Agra Cant. and Bayana. |
| Boisar ... | 12 2 | 12 4 | 12 0 | 12 9 | 12 9 | 12 9 | 12 2 | „ Naini and Amalner. |
| Bordi ... | 10 14 | 10 11 | 10 11 | 11 2 | 11 2 | 11 2 | 11 2 | „ Agra Cant. and Bayana. |
| Boriavi | 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | „ „ |
| Borivli† | 12 7 | 12 9 | 12 4 | 12 13 | 12 13 | 12 13 | 12 8 | „ Naini and Dadar. |
| Borsad | 11 11 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | „ Agra Cant. |
| Brindaban* | 8 7 | 8 5 | 8 5 | 8 12 | 8 12 | 8 12 | 8 12 | „ Agra East Bank. |
| Broach | 11 11 | 11 11 | 11 9 | 12 2 | 12 2 | 12 2 | 11 11 | „ Agra Cant. and Bayana. |
| Via Broach§ | 11 7 | 11 7 | 11 5 | 11 14 | 11 14 | 11 14 | 11 7 | „ „ |
| Bulsar ... | 11 11 | 11 14 | 11 9 | 12 2 | 12 2 | 12 2 | 11 11 | „ Naini and Amalner. |
| Champaner Road ... | 11 4 | 11 4 | 11 4 | 11 11 | 11 11 | 11 11 | 11 9 | „ Agra Cant. and Bayana. |
| Via Champaner Rd. (for Guzerat Ry. stations).§ | 11 0 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 5 | „ „ |
| Chanchelao | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | „ „ |
| Charkhi Dadri* | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | „ Ghaziabad and Delhi Serai Rohilla. |
| Chinchpada | 11 0 | 11 0 | 10 14 | 11 4 | 11 4 | 11 7 | 11 0 | „ Naini and Amalner. |
| Chitorgarh* | 10 9 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 10 14 | „ Agra East Bank. |
| Via Chitorgarh *(for U. C. Ry. stations)§ | 10 5 | 10 5 | 10 5 | 10 12 | 10 12 | 10 12 | 10 10 | „ „ |
| Chomu Samod* | 9 5 | 9 2 | 9 5 | 9 11 | 9 11 | 9 11 | 9 9 | „ Agra East Bank & Jaipur. |
| Chambal* | 10 2 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | „ Agra East Bank. |
| Chak-Pakhewala* | 10 11 | 10 11 | 10 11 | 11 0 | 11 0 | 11 2 | 11 0 | „ Ghaziabad & Kotkapura. |
| Chota Gudha* | 9 7 | 9 5 | 9 5 | 9 11 | 9 11 | 9 11 | 9 11 | „ Agra East Bank & Jaipur. |
| Dakor | 11 7 | 11 4 | 11 4 | 11 11 | 11 11 | 11 11 | 11 11 | „ Agra Cant. and Bayana. |
| Dalauda* | 10 11 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | „ Agra East Bank. |
| Daman Road | 11 14 | 12 0 | 11 11 | 12 4 | 12 4 | 12 4 | 11 14 | „ Naini & Amalner. |
| Darah ... | 9 14 | 9 11 | 9 11 | 10 2 | 10 2 | 10 2 | 10 2 | „ Agra Cant. & Bayana. |
| Derol ... | 11 4 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | „ „ |
| Dhandhuka* | 12 4 | 12 4 | 12 4 | 12 11 | 12 11 | 12 11 | 12 9 | „ Agra East Bank & Sabarmati. |
| Via Dhandhuka*§ | 12 0 | 12 0 | 12 0 | 12 7 | 12 7 | 12 7 | 12 5 | „ „ |
| Dharewada* | 11 7 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 11 | „ Agra East Bank. |
| Dhodhar* | 10 9 | 10 7 | 10 9 | 10 14 | 10 14 | 11 0 | 10 14 | „ „ |
| Dohad | 10 14 | 10 11 | 10 11 | 11 2 | 11 2 | 11 2 | 11 2 | „ Agra Cant. & Bayana. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|------------------------------------------------|--------|----------|--------|---------|----------|----------|-----------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bhaton-ki-gali* ... | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 9 | 9 9 | Via Agra East Bank and Jaipur |
| Bhilad ... | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | „ Naini and Amalner. |
| Bhilwara* | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | „ Agra East Bank. |
| Bhiwani* | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | „ Ghaziabad and Delhi Serai Rohilla. |
| Bijainagar* | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | „ Agra East Bank. |
| Bilhaur* | 7 7 | 7 7 | 7 7 | 7 7 | 7 7 | 7 9 | 7 9 | „ Cawnpore Central Goods Shed. |
| Billimora | 11 11 | 11 11 | 11 11 | 11 11 | 11 9 | 11 11 | 11 11 | „ Naini and Amalner. |
| Via Billimora§ | 11 7 | 11 7 | 11 7 | 11 7 | 11 5 | 11 7 | 11 7 | „ „ |
| Bochasan | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | „ Agra Cant. and Bayana. |
| Bolsar ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | „ Naini and Amalner. |
| Bordi ... | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | „ Agra Cant. and Bayana. |
| Boriavi | 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | „ „ |
| Borivli† | 12 7 | 12 8 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | „ Naini and Dadar. |
| Borsad | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | „ Agra Cant. |
| Brindaban* | 8 12 | 8 12 | 8 12 | 8 9 | 8 9 | 8 12 | 8 12 | „ Agra East Bank. |
| Broach | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | „ Agra Cant. and Bayana. |
| Via Broach§ | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | 11 10 | „ „ |
| Bulsar ... | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | „ Naini and Amalner. |
| Champaner Road ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | „ Agra Cant. and Bayana. |
| Via Champaner Rd. (for Guzerat Ry. stations).§ | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | „ „ |
| Chanchelao | 11 4 | 11 7 | 11 4 | 11 4 | 11 4 | 11 7 | 11 7 | „ „ |
| Charkhi Dadri* | 9 14 | 9 14 | 9 11 | 9 11 | 9 11 | 9 14 | 9 14 | „ Ghaziabad and Delhi Serai Rohilla. |
| Chinchpada | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | „ Naini and Amalner. |
| Chitorgarh* | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | „ Agra East Bank. |
| Via Chitorgarh *(for U. C. Ry. stations)§ | 10 10 | 10 10 | 10 10 | 10 10 | 10 10 | 10 10 | 10 12 | „ „ |
| Chomu Samod* | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 9 | 9 11 | „ Agra East Bank & Jaipur. |
| Chambal* | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | „ Agra East Bank. |
| Chak-Pakhewala* | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | „ Ghaziabad & Kotkapura. |
| Chota Gudha* | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | 9 11 | 9 11 | „ Agra East Bank & Jaipur. |
| Dakor | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 11 | „ Agra Cant. and Bayana. |
| Dalauda* | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | „ Agra East Bank. |
| Daman Road | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | „ Naini & Amalner. |
| Darah ... | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | 10 2 | 10 2 | „ Agra Cant. & Bayana. |
| Derol ... | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | „ „ |
| Dhandhuka* | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | „ Agra East Bank & Sabarmati. |
| Via Dhandhuka*§ | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | „ „ |
| Dharewada* | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | „ Agra East Bank. |
| Dhodhar* | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 14 | 10 14 | „ „ |
| Dohad | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | „ Agra Cant. & Bayana. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

Note—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route |
|----------------------------------------------------|---------|----------------|-------------|--------|-------------|-----------|--------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bhaton-ki-gali* ... | 8 7 | 8 7 | 9 2 | 9 2 | 9 7 | 9 5 | 9 2 | Via Agra East Bank and Jaipur |
| Bhilad ... | 11 4 | 11 4 | 11 14 | 12 0 | 11 11 | 11 11 | 11 14 | „ Naini and Amalner. |
| Bhilwara* ... | 9 9 | 9 9 | 10 2 | 10 5 | 10 7 | 10 7 | 10 2 | „ Agra, East Bank. |
| Bhiwani* ... | 8 14 | 8 14 | 9 9 | 9 9 | 9 11 | 9 11 | 9 7 | „ Ghaziabad and Delhi Serai Rohilla. |
| Bijnainagar* ... | 9 5 | 9 5 | 9 14 | 10 0 | 10 2 | 10 2 | 9 14 | „ Agra East Bank. |
| Bilhaur* ... | 6 7 | 6 7 | 7 0 | 7 3 | 7 5 | 7 5 | 7 0 | „ Cawnpore Central Goods Shed. |
| Billimora ... | 11 0 | 11 0 | 11 9 | 11 11 | 11 7 | 11 7 | 11 11 | „ Naini and Amalner. |
| Via Billimora§ ... | 10 12 | 10 12 | 11 5 | 11 7 | 11 3 | 11 3 | 11 7 | „ „ |
| Bochasan ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 11 | 11 11 | 11 9 | „ Agra Cant. and Bayana. |
| Bolsar ... | 11 7 | 11 7 | 12 2 | 12 4 | 12 0 | 12 0 | 12 2 | „ Naini and Amalner. |
| Bordi ... | 10 0 | 10 0 | 11 9 | 10 11 | 10 14 | 10 14 | 10 9 | „ Agra Cant. and Bayana. |
| Boriavi ... | 10 11 | 10 11 | 11 7 | 11 7 | 11 9 | 11 9 | 11 7 | „ „ |
| Borivli† ... | 11 12 | 11 12 | 12 7 | 12 9 | 12 4 | 12 4 | 12 7 | „ Naini and Dadar. |
| Borsad ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 11 | 11 11 | 11 7 | „ Agra Cant. |
| Brindaban* ... | 7 9 | 7 9 | 8 5 | 8 5 | 8 9 | 8 7 | 8 5 | „ Agra East Bank. |
| Broach ... | 11 0 | 11 0 | 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | „ Agra Cant. and Bayana. |
| Via Broach§ ... | 10 12 | 10 12 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | „ „ |
| Bulsar ... | 11 0 | 11 0 | 11 11 | 11 14 | 11 9 | 11 9 | 11 11 | „ Naini and Amalner. |
| Champaner Road ... | 10 7 | 10 7 | 11 2 | 11 4 | 11 7 | 11 7 | 11 2 | „ Agra Cant. and Bayana. |
| Via Champaner Rd. (for Guzerat Ry. stations).§ ... | 10 3 | 10 3 | 10 14 | 11 0 | 11 3 | 11 3 | 10 14 | „ „ |
| Chanchelao ... | 10 5 | 10 5 | 11 0 | 11 0 | 11 2 | 11 2 | 10 14 | „ „ |
| Charkhi Dadri* ... | 8 12 | 8 12 | 9 7 | 9 7 | 9 9 | 9 9 | 9 7 | „ Ghaziabad and Delhi Serai Rohilla. |
| Chinchpada ... | 10 5 | 10 5 | 10 14 | 11 0 | 10 11 | 10 11 | 10 14 | „ Naini and Amalner. |
| Chitorgarh* ... | 9 11 | 9 11 | 10 7 | 10 9 | 10 11 | 10 11 | 10 7 | „ Agra East Bank. |
| Via Chitorgarh* (for U. C. Ry. stations)§ ... | 9 7 | 9 7 | 10 3 | 10 5 | 10 7 | 10 7 | 10 3 | „ „ |
| Chomu Samod* ... | 8 7 | 8 7 | 9 2 | 9 5 | 9 7 | 9 5 | 9 2 | „ Agra East Bank & Jaipur. |
| Chmabal* ... | 9 5 | 9 5 | 9 14 | 10 0 | 10 2 | 10 2 | 9 14 | „ Agra East Bank. |
| Chak Pakhewala* ... | 9 14 | 9 14 | 10 9 | 10 9 | 10 14 | 10 11 | 10 9 | „ Ghaziabad & Kotkapura. |
| Chota Gudha* ... | 8 9 | 8 9 | 9 5 | 9 5 | 9 7 | 9 7 | 9 5 | „ Agra East Bank & Jaipur. |
| Dakor ... | 10 9 | 10 9 | 11 4 | 11 4 | 11 7 | 11 7 | 11 2 | „ Agra Cant. and Bayana. |
| Dalauda* ... | 9 14 | 9 14 | 10 9 | 10 9 | 10 11 | 10 11 | 10 7 | „ Agra East Bank. |
| Daman Road ... | 11 2 | 11 2 | 11 14 | 11 14 | 11 11 | 11 11 | 11 14 | „ Naini & Amalner. |
| Darah ... | 9 0 | 9 0 | 9 11 | 9 11 | 9 14 | 9 14 | 9 11 | „ Agra Cant. & Bayana. |
| Derol ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 4 | 11 4 | 11 2 | „ „ |
| Dhandhuka* ... | 11 7 | 11 9 | 12 2 | 12 4 | 12 7 | 12 7 | 12 2 | „ Agra East Bank & Sabarmati. |
| Via Dhandhuka*§ ... | 11 3 | 11 5 | 11 14 | 12 0 | 12 3 | 12 3 | 11 14 | „ „ |
| Dharewada* ... | 10 9 | 10 9 | 11 4 | 11 7 | 11 9 | 11 9 | 11 4 | „ Agra East Bank. |
| Dhodhar* ... | 9 11 | 9 11 | 10 7 | 10 9 | 10 11 | 10 9 | 10 7 | „ „ |
| Dohad ... | 10 0 | 10 0 | 10 11 | 10 11 | 10 14 | 10 14 | 10 11 | „ Agra Cant. & Bayana. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Palasthali | Panchra | Route |
|----------------------------------------------|-----------|--------|-------------|----------------|-------------|------------|---------|-----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dondaiche | ... 10 9 | 10 9 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | Via Naini and Amalner. |
| Ellis Bridge | ... 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | .. Agra East Bank, Ajmer and Sabarmati. |
| Fatehpur Sikri | ... 8 9 | 8 9 | 8 12 | 8 12 | 8 12 | 8 14 | 8 12 | .. Agra Cant. |
| Farukhnagar* | ... 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 11 | 9 9 | .. Ghaziabad and Delhi Serai Rohilla. |
| Fatehgarh* | ... 7 14 | 7 14 | 8 0 | 8 0 | 8 0 | 8 3 | 8 0 | .. Cawnpore Central Goods Shed. |
| Gadgucha Alot | ... 10 9 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | .. Agra Cant. and Bayana. |
| Gangapur City | ... 9 2 | 9 2 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | .. " |
| Garoch | ... 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | .. " |
| Godhra | ... 11 7 | 11 7 | 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | .. " |
| Via Godhra (for Guzerat Railway stations). § | ... 11 3 | 11 3 | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | .. " |
| Gorian* | ... 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | .. Agra East Bank and Jaipur. |
| Govindgarh Malikpur.* | ... 9 9 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 11 | .. " |
| Gurgaon* | ... 9 5 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 7 | .. Ghaziabad and Delhi Serai Rohilla. |
| Gursahaiganj* | ... 7 12 | 7 12 | 7 14 | 7 14 | 7 14 | 8 0 | 7 14 | .. Cawnpore Central Goods Shed. |
| Hansi* | ... 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 5 | .. Ghaziabad and Delhi Serai Rohilla. |
| Hataundi* | ... 10 2 | 10 2 | 10 2 | 10 5 | 10 2 | 10 5 | 10 5 | .. Agra East Bank. |
| Himmatnagar* | ... 12 7 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | .. Agra Cant. and Ahmedabad. |
| Hindaun City | ... 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | 9 0 | .. Agra Cant. and Bayana. |
| Indore* | ... 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | .. Agra East Bank. |
| Itola ... | ... 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 12 0 | .. Agra Cant. and Bayana. |
| Jadar* ... | ... 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | 12 11 | 12 11 | .. Agra Cant. and Ahmedabad. |
| Jaipur* | ... 9 7 | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | 9 9 | .. Agra East Bank. |
| Jaipur West* | ... 9 7 | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | 9 9 | .. Agra East Bank and Jaipur. |
| Jajanpatti | ... 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | .. Agra Cant. and Muttra in. |
| Jaora* ... | ... 10 11 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | .. Agra East Bank. |
| Jasoda* | ... 7 12 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 14 | .. Cawnpore Central Goods Shed. |
| Jhulasan* | ... 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 2 | .. Agra East Bank. |
| Kajmaganj* | ... 8 0 | 8 0 | 8 3 | 8 3 | 8 3 | 8 5 | 8 3 | .. Cawnpore Central Goods Shed. |
| Kalakhund* | ... 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | .. Naini and Khandwa. |
| Kalianpur* | ... 7 5 | 7 7 | 7 7 | 7 7 | 7 7 | 7 9 | 7 7 | .. Cawnpore Central Goods Shed. |
| Kalol* | ... 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 4 | .. Agra East Bank. |
| Via Kalol* § | ... 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 12 0 | .. " |
| Kanauj* | ... 7 9 | 7 12 | 7 12 | 7 12 | 7 12 | 7 14 | 7 12 | .. Cawnpore Central Goods Shed. |
| Kanwat* | ... 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | .. Agra East Bank and Jaipur. |
| Kasganj* | ... 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 9 | 8 7 | .. Cawnpore Central Goods Shed. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Raniganj | Raniganj Siding. (Bengal Coal Co.) | Raniganj Ghat | Kalipahari | Asansol | Dharka | Jainti Siding | Route |
|---------------------------------------------|----------|---------------------------------------|---------------|------------|---------|--------|---------------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dondaiche ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 11 | Via Naini and Amalner. |
| Ellis Bridge ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | „ Agra East Bank, Ajmer and Sabarmati. |
| Fatehpur Sikri ... | 8 9 | 8 9 | 8 9 | 8 7 | 8 7 | 8 7 | 8 9 | „ Agra Cant. |
| Farukhnagar* ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | „ Ghaziabad and Delhi Seral Rohilla. |
| Fatehgarh* ... | 7 14 | 7 14 | 7 14 | 7 12 | 7 12 | 7 12 | 7 14 | „ Cawnpore Central Goods Shed. |
| Gadgucha Alot ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 9 | „ Agra Cant. & Bayana. |
| Gangapur City ... | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 0 | 9 2 | „ „ |
| Garoth ... | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | „ „ |
| Godhra ... | 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | 11 4 | 11 7 | „ „ |
| Via Godhra (for Guzerat Railway stations).§ | 11 3 | 11 3 | 11 3 | 11 0 | 11 0 | 11 0 | 11 3 | „ „ |
| Gorian* ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 14 | „ Agra East Bank & Jaipur. |
| Govindgarh Malikpur.* | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | „ „ |
| Gurgaon* ... | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | „ Ghaziabad & Delhi Seral Rohilla. |
| Gursahalganj* ... | 7 12 | 7 12 | 7 12 | 7 9 | 7 9 | 7 9 | 7 12 | „ Cawnpore Central Goods Shed. |
| Hansi* ... | 10 0 | 10 0 | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | „ Ghaziabad & Delhi Seral Rohilla. |
| Hataundi* ... | 10 2 | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | „ Agra East Bank ... |
| Himmatnagar* ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 4 | 12 7 | 12 7 | „ Agra Cant. and Ahmedabad. |
| Hindaun City ... | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | „ Agra Cant. and Bayana. |
| Indore* ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 7 | „ Agra East Bank ... |
| Itola ... | 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | „ Agra Cant. & Bayana. |
| Jadar* ... | 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | „ Agra Cant. & Ahmedabad. |
| Jaipur* ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 7 | 9 7 | „ Agra East Bank. |
| Jaipur West* ... | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | „ Agra East Bank & Jaipur. |
| Jajanpatti ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 9 | 8 9 | 8 12 | „ Agra Cant. & Muttra Jn. |
| Jaora* ... | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | „ Agra East Bank. |
| Jasoda* ... | 7 9 | 7 9 | 7 12 | 7 9 | 7 9 | 7 9 | 7 9 | „ Cawnpore Central Goods Shed. |
| Jhulasan* ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | „ Agra East Bank. |
| Kaimganj* ... | 8 0 | 8 0 | 8 0 | 7 14 | 7 14 | 7 14 | 8 0 | „ Cawnpore Central Goods Shed. |
| Kalakhund* ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 2 | 10 5 | 10 5 | „ Naini and Khandwa. |
| Kallanpur* ... | 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 5 | „ Cawnpore Central Goods Shed. |
| Kalol* ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | „ Agra East Bank. |
| Via Kalol*§ | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | „ „ |
| Kanauj* ... | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | „ Cawnpore Central Goods Shed. |
| Kanwat* ... | 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | „ Agra East Bank & Jaipur. |
| Kasganj* ... | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | „ Cawnpore Central Goods Shed. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugam | Mugma West | Route |
|---------------------------------------------|----------|------------|---------|--------|---------|--------|------------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dondalehe ... | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | Via Naipli and Amalner. |
| Ellis Bridge ... | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | „ Agra East Bank, Ajmer and Sabarmatl. |
| Fatehpur Sikri ... | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | 8 5 | 8 7 | „ Agra Cant. |
| Farukhnagar* ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 2 | 9 5 | „ Ghaziabad and Delhi Seral Rohilla. |
| Fatehgarh* ... | 7 14 | 7 12 | 7 12 | 7 12 | 7 12 | 7 9 | 7 9 | „ Cawnpore Central Goods Shed. |
| Gadgucha Abot ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | „ Agra Cant. & Bayana. |
| Gangapur City ... | 9 2 | 9 0 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | „ „ |
| Garoth ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | „ „ |
| Godhra ... | 11 7 | 11 4 | 11 4 | 11 4 | 11 4 | 11 2 | 11 4 | „ „ |
| Via Godhra (for Guzerat Railway stations).§ | 11 3 | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | „ „ |
| Gorian* ... | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | „ Agra East Bank & Jaipur. |
| Govindgarh Malikpur.* | 9 9 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | „ „ |
| Gurgaon* ... | 9 5 | 9 2 | 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | „ Ghaziabad & Delhi Seral Rohilla. |
| Gursahalganj* ... | 7 12 | 7 9 | 7 9 | 7 9 | 7 9 | 7 7 | 7 7 | „ Cawnpore Central Goods Shed. |
| Hansi* ... | 10 2 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | „ Ghaziabad & Delhi Seral Rohilla. |
| Hataundi* ... | 10 2 | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | „ Agra East Bank |
| Himmatnagar* ... | 12 7 | 12 4 | 12 7 | 12 4 | 12 4 | 12 4 | 12 4 | „ Agra Cant. and Ahmedabad. |
| Hindaun City ... | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | „ Agra Cant. and Bayana. |
| Indore* ... | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | „ Agra East Bank |
| Itola ... | 11 14 | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | „ Agra Cant. & Bayana. |
| Jadar* ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 4 | 12 4 | 12 4 | „ Agra Cant. & Ahmedabad |
| Jaipur* ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | „ Agra East Bank. |
| Jaipur West* ... | 9 7 | 9 5 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | „ Agra East Bank & Jaipur. |
| Jajanpatti ... | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | „ Agra Cant. & Muttra Jn. |
| Jaora* ... | 10 11 | 10 9 | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | „ Agra East Bank. |
| Jasoda* ... | 7 12 | 7 9 | 7 9 | 7 7 | 7 7 | 7 7 | 7 7 | „ Cawnpore Central Goods Shed. |
| Jhulasan* ... | 12 0 | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | „ Agra East Bank. |
| Kalmganj* ... | 8 0 | 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 14 | „ Cawnpore Central Goods Shed. |
| Kalakhund* ... | 10 5 | 10 2 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | „ Naini and Khandwa. |
| Kalianpur* ... | 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | 7 3 | „ Cawnpore Central Goods Shed. |
| Kalol* ... | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | „ Agra East Bank. |
| Via Kalol*§ | 11 14 | 11 12 | 11 12 | 11 12 | 11 12 | 11 10 | 11 10 | „ „ |
| Kanauj* ... | 7 9 | 7 7 | 7 9 | 7 7 | 7 7 | 7 7 | 7 7 | „ Cawnpore Central Goods Shed. |
| Kanwat* ... | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | „ Agra East Bank & Jaipur. |
| Kasganj* ... | 8 5 | 8 3 | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | „ Cawnpore Central Goods Shed. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CIR Loco. coal.

† These rates include the GIPR ghat charge of Re. 0-8-0 per ton.

§ These rates include the EIR terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EIR terminal charge of Re. 0-4-0 per ton and the BB&CIR terminal charge of Re. 0-4-0 per ton, where leviable.

N.B.—For surcharge, leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Kalobathn | Dhanbad | Kusunda, Jheriah, Pathardhi & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|---------------------------------------------|-----------|---------|-------------------------------------------|----------|-------------|----------------|--------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dondalche ... | 10 9 | 10 11 | 10 7 | 11 0 | 11 0 | 11 0 | 10 9 | Via Naini and Amalner. |
| Ellis Bridge ... | 11 14 | 11 11 | 11 14 | 12 2 | 12 2 | 12 4 | 12 2 | „ Agra East Bank, Ajmer and Sabarmati. |
| Fatehpur Sikri ... | 8 5 | 8 3 | 8 5 | 8 9 | 8 9 | 8 12 | 8 9 | „ Agra Cant. |
| Farukhnagar* ... | 9 2 | 9 0 | 9 2 | 9 7 | 9 7 | 9 9 | 9 7 | „ Ghaziabad and Delhi Seral Rohilla. |
| Fatehgarh* ... | 7 9 | 7 7 | 7 9 | 7 14 | 7 14 | 8 0 | 7 14 | „ Cawnpore Central Goods Shed. |
| Gadgucha Alot ... | 10 5 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 9 | „ Agra Cant. & Bayana. |
| Gangapur City ... | 8 14 | 8 12 | 8 14 | 9 2 | 9 2 | 9 5 | 9 2 | „ „ |
| Garoth ... | 10 2 | 10 0 | 10 2 | 10 9 | 10 9 | 10 7 | 10 7 | „ „ |
| Godhra ... | 11 2 | 11 0 | 11 2 | 11 7 | 11 7 | 11 9 | 11 7 | „ „ |
| Via Godhra (for Guzerat Railway stations).§ | 10 14 | 10 12 | 10 14 | 11 3 | 11 3 | 11 5 | 11 3 | „ „ |
| Gorian* ... | 9 9 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 9 14 | „ Agra East Bank & Jaipur. |
| Govindgarh Malikpur.* | 9 7 | 9 5 | 9 5 | 9 11 | 9 11 | 9 11 | 9 11 | „ „ |
| Gurgaon* ... | 9 0 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 5 | „ Ghaziabad & Delhi-Seral Rohilla. |
| Gursahaiganj* ... | 7 7 | 7 5 | 7 7 | 7 12 | 7 12 | 7 14 | 7 12 | „ Cawnpore Central Goods Shed. |
| Hansi* ... | 9 14 | 9 11 | 9 11 | 10 2 | 10 2 | 10 2 | 10 2 | „ Ghaziabad & Delhi Seral Rohilla. |
| Hatundi* ... | 9 14 | 9 11 | 9 11 | 10 2 | 10 2 | 10 2 | 10 2 | „ Agra East Bank ... |
| Himmatnagar* ... | 12 2 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 7 | „ Agra Cant. and Ahmedabad. |
| Hindaun City ... | 8 12 | 8 9 | 8 9 | 9 0 | 9 0 | 9 0 | 9 0 | „ Agra Cant. and Bayana. |
| Indore* ... | 10 2 | 10 2 | 10 2 | 10 9 | 10 9 | 10 9 | 10 7 | „ Agra East Bank ... |
| Itola ... | 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | „ Agra Cant. & Bayana. |
| Jadar* ... | 12 4 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 9 | „ Agra Cant. & Ahmedabad. |
| Jaipur* ... | 9 2 | 9 2 | 9 2 | 9 9 | 9 9 | 9 9 | 9 7 | „ Agra East Bank. |
| Jaipur West* ... | 9 5 | 9 2 | 9 2 | 9 9 | 9 9 | 9 9 | 9 7 | „ Agra East Bank & Jaipur. |
| Jajnapatti ... | 8 7 | 8 7 | 8 7 | 8 14 | 8 14 | 8 14 | 8 12 | „ Agra Cant. & Muttra Jn. |
| Jaora* ... | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | „ Agra East Bank. |
| Jaoda* ... | 7 7 | 7 5 | 7 5 | 7 12 | 7 12 | 7 12 | 7 12 | „ Cawnpore Central Goods Shed. |
| Jhulasan* ... | 11 14 | 11 11 | 11 11 | 12 2 | 12 2 | 12 2 | 12 2 | „ Agra East Bank. |
| Kaimganj* ... | 7 12 | 7 9 | 7 12 | 8 0 | 8 0 | 8 3 | 8 0 | „ Cawnpore Central Goods Shed. |
| Kalakhund* ... | 10 0 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 5 | „ Naini and Khandwa. |
| Kalianpur* ... | 7 0 | 7 0 | 7 0 | 7 7 | 7 7 | 7 7 | 7 5 | „ Cawnpore Central Goods Shed. |
| Kalol* ... | 11 14 | 11 11 | 11 11 | 12 2 | 12 2 | 12 2 | 12 2 | „ Agra East Bank. |
| Via Kalol *§ | 11 10 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | „ „ |
| Kanauj* ... | 7 5 | 7 5 | 7 5 | 7 12 | 7 12 | 7 12 | 7 9 | „ Cawnpore Central Goods Shed. |
| Kanwat* ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | „ Agra East Bank & Jaipur. |
| Kasganj* ... | 8 3 | 8 0 | 8 0 | 8 7 | 8 7 | 8 7 | 8 7 | „ Cawnpore Central Goods Shed. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the E I Railway terminal charge of Re.0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition wherever due.

† These rates include the GIP Railway Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the E I Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|---------------------------------------------|-----------|----------|--------|---------|----------|----------|-----------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dondaiche | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | Via Naini and Amalner. |
| Ellis Bridge | ... 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 2 | „ Agra East Bank, Ajmer and Sabarmati. |
| Fatehpur Sikri | ... 8 9 | 8 9 | 8 9 | 8 9 | 8 7 | 8 9 | 8 9 | „ Agra Cant. |
| Farukhnagar* | ... 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 7 | 9 7 | „ Ghaziabad and Delhi Seral Rohilla. |
| Fatehgarh* | ... 7 14 | 7 14 | 7 14 | 7 14 | 7 12 | 7 14 | 7 14 | „ Cawnpore Central Goods Shed. |
| Gadgucha Alot | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | „ Agra Cant. & Bayana. |
| Gangapur City | ... 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 2 | 9 2 | „ „ |
| Garoth | ... 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 9 | „ „ |
| Godhra | ... 11 7 | 11 7 | 11 7 | 11 7 | 11 4 | 11 7 | 11 7 | „ „ |
| Via Godhra (for Guzerat Railway stations).§ | ... 11 3 | 11 3 | 11 3 | 11 3 | 11 0 | 11 3 | 11 3 | „ „ |
| Gorlan* | ... 9 14 | 9 14 | 9 14 | 9 14 | 9 11 | 9 14 | 10 0 | „ Agra East Bank & Jaipur. |
| Govindgarh Malikpur.* | ... 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | 9 11 | „ „ |
| Gurgaon* | ... 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | „ Ghaziabad & Delhi-Seral Rohilla. |
| Gursahaiganj* | ... 7 12 | 7 12 | 7 12 | 7 12 | 7 9 | 7 12 | 7 12 | „ Cawnpore Central Goods Shed. |
| Hansi* | ... 10 0 | 10 2 | 10 0 | 10 0 | 10 0 | 10 2 | 10 2 | „ Ghaziabad & Delhi Seral Rohilla. |
| Hatundi* | ... 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | 10 2 | 10 2 | „ Agra East Bank |
| Himmatnagar* | ... 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | „ Agra Cant. and Ahmedabad. |
| Hindaun City | ... 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 9 0 | „ Agra Cant. and Bayana. |
| Indore* | ... 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | „ Agra East Bank |
| Itola ... | ... 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | 11 14 | 11 14 | „ Agra Cant. & Bayana. |
| Jadar* ... | ... 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | „ Agra Cant. & Ahmedabad. |
| Jaipur* | ... 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | „ Agra East Bank. |
| Jaipur West* | ... 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | „ Agra East Bank & Jaipur. |
| Jajanpatti | ... 8 12 | 8 12 | 8 12 | 8 12 | 8 9 | 8 12 | 8 14 | „ Agra Cant. & Muttra Jn. |
| Jaora* ... | ... 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | „ Agra East Bank. |
| Jasoda* | ... 7 12 | 7 12 | 7 9 | 7 9 | 7 9 | 7 12 | 7 12 | „ Cawnpore Central Goods Shed. |
| Jhulasan* | ... 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | „ Agra East Bank. |
| Kaimganj* | ... 8 0 | 8 0 | 8 0 | 8 0 | 7 14 | 8 0 | 8 0 | „ Cawnpore Central Goods Shed. |
| Kalakhund* | ... 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | „ Naini and Khandwa. |
| Kallanpur* | ... 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 5 | 7 7 | „ Cawnpore Central Goods Shed. |
| Kalol* | ... 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 2 | 12 2 | „ Agra East Bank. |
| Via Kalol*§ | ... 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 14 | 11 14 | „ „ |
| Kanauj* | ... 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | 7 9 | 7 12 | „ Cawnpore Central Goods Shed. |
| Kanwat* | ... 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 14 | 9 14 | „ Agra East Bank & Jaipur. |
| Kasganj* | ... 8 5 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | 8 7 | „ Cawnpore Central Goods Shed. |

* A transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transhipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the EI Railway terminal charge of As. 4 per ton only, but do not include the transhipment charge which must be levied in addition wherever due.

† These rates include the GIP Railway Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 755.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Bhurkunda Siding | Ray | Route |
|---------------------------------------------|---------|----------------|-------------|--------|-------------|------------------|--------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Dondaiche ... | 9 14 | 10 0 | 10 9 | 10 11 | 10 7 | 10 7 | 10 9 | Via Naini and Amalner. |
| Ellis Bridge ... | 11 0 | 11 0 | 11 11 | 11 14 | 11 14 | 11 14 | 11 11 | " Agra East Bank, Ajmer and Sabarmatl. |
| Fatehpur Sikri ... | 7 7 | 7 7 | 8 3 | 8 5 | 8 7 | 8 5 | 8 3 | " Agra Cant. |
| Farukhnagar* ... | 8 5 | 8 5 | 9 0 | 9 2 | 9 5 | 9 2 | 9 0 | " Ghaziabad and Delhi Seral Rohilla. |
| Fatehgarh* ... | 6 12 | 6 12 | 7 7 | 7 7 | 7 12 | 7 9 | 7 7 | " Cawnpore Central Goods Shed. |
| Gadgucha Alot ... | 9 7 | 9 7 | 10 2 | 10 5 | 10 7 | 10 7 | 10 2 | " Agra Cant. & Bayana. |
| Gangapur City ... | 8 0 | 8 0 | 8 12 | 8 12 | 9 0 | 8 14 | 8 12 | " " |
| Garoth ... | 9 5 | 9 5 | 10 0 | 10 2 | 10 5 | 10 2 | 10 0 | " " |
| Godhra ... | 10 5 | 10 5 | 11 0 | 11 2 | 11 4 | 11 2 | 11 0 | " " |
| Via Godhra (for Guzerat Railway stations).§ | 10 1 | 10 1 | 10 12 | 10 14 | 11 0 | 10 14 | 10 12 | " " |
| Gorian* ... | 8 12 | 8 12 | 9 7 | 9 9 | 9 11 | 9 11 | 9 7 | " Agra East Bank & Jaipur. |
| Govindgarh Malikpur.* | 8 9 | 8 9 | 9 2 | 9 5 | 9 7 | 9 7 | 9 2 | " " |
| Gurgaon* ... | 8 3 | 8 5 | 8 14 | 9 0 | 9 2 | 9 2 | 8 14 | " Ghaziabad & Delhi-Seral Rohilla. |
| Gursahaiganj* ... | 6 10 | 6 10 | 7 5 | 7 5 | 7 9 | 7 5 | 7 5 | " Cawnpore Central Goods Shed. |
| Hansi* ... | 9 0 | 9 0 | 9 11 | 9 11 | 9 14 | 9 14 | 9 11 | " Ghaziabad & Delhi Seral Rohilla. |
| Hatundi* ... | 9 0 | 9 0 | 9 11 | 9 11 | 9 14 | 9 14 | 9 11 | " Agra East Bank. |
| Himmatnagar* ... | 11 4 | 11 4 | 12 0 | 12 2 | 12 4 | 12 4 | 12 0 | " Agra Cant. and Ahmedabad. |
| Hindaun City ... | 7 14 | 7 14 | 8 9 | 8 9 | 8 12 | 8 12 | 8 7 | " Agra Cant. and Bayana. |
| Indore* ... | 9 5 | 9 5 | 10 0 | 10 2 | 10 5 | 10 5 | 10 0 | " Agra East Bank. |
| Itola ... | 10 1 | 10 11 | 11 7 | 11 7 | 11 9 | 11 9 | 11 7 | " Agra Cant. & Bayana. |
| Jadar* ... | 11 7 | 11 7 | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | " Agra Cant & Ahmedabad. |
| Jaipur* ... | 8 5 | 8 5 | 9 0 | 9 2 | 9 5 | 9 5 | 9 0 | " Agra East Bank. |
| Jaipur West* ... | 8 5 | 8 7 | 9 0 | 9 2 | 9 5 | 9 5 | 9 0 | " Agra East Bank & Jaipur. |
| Jalanpatti ... | 7 9 | 7 9 | 8 5 | 8 7 | 8 9 | 8 9 | 8 5 | " Agra Cant. & Muttra Ja. |
| Jaora* ... | 9 11 | 9 11 | 10 5 | 10 7 | 10 9 | 10 9 | 10 5 | " Agra East Bank. |
| Jasoda* ... | 6 10 | 6 10 | 7 5 | 7 5 | 7 7 | 7 7 | 7 5 | " Cawnpore Central Goods Shed. |
| Jhulasan* ... | 11 0 | 11 0 | 11 11 | 11 11 | 11 14 | 11 14 | 11 9 | " Agra East Bank. |
| Kalmganj* ... | 6 14 | 6 14 | 7 9 | 7 12 | 7 14 | 7 12 | 7 9 | " Cawnpore Central Goods Shed. |
| Kalakhund* ... | 10 9 | 10 11 | 9 14 | 10 0 | 10 2 | 10 2 | 9 14 | " Naini and Khandwa. |
| Kalianpur* ... | 6 7 | 6 7 | 6 14 | 7 0 | 7 3 | 7 3 | 6 14 | " Cawnpore Central Goods Shed. |
| Kalol* ... | 11 0 | 11 0 | 11 11 | 11 11 | 12 0 | 11 14 | 11 11 | " Agra East Bank. |
| Via Kalol*§ | 10 12 | 10 12 | 11 7 | 11 7 | 11 12 | 11 10 | 11 7 | " " |
| Kanauj* ... | 6 7 | 6 10 | 7 3 | 7 5 | 7 7 | 7 7 | 7 3 | " Cawnpore Central Goods Shed. |
| Kanwat* ... | 8 12 | 8 12 | 9 7 | 9 7 | 9 11 | 9 9 | 9 7 | " Agra East Bank & Jaipur. |
| Kasganj* ... | 7 5 | 7 5 | 7 14 | 8 0 | 8 3 | 8 5 | 7 14 | " Cawnpore Central Goods Shed. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition wherever due.

† These rates include the GIP Railway Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 735.

| Stations | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Palasthali | Panchra | Route |
|-------------------------------------------------|--------|--------|-------------|----------------|-------------|------------|---------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Khachraud ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | Via Agra Cant. and Bayana. |
| Kharaghoda ... | 12 7 | 12 7 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | " " |
| Kharsalia ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | " " |
| Kherli* ... | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | 9 0 | 9 0 | " Agra East Bank. |
| Khodiar* ... | 12 2 | 12 2 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | " " |
| Kim ... | 11 9 | 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | " Naini and Amalner. |
| Kishangarh* ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | " Agra East Bank. |
| Kosamba ... | 11 9 | 11 9 | 11 11 | 11 10 | 11 11 | 11 14 | 11 11 | " Naini and Amalner. |
| Via Kosamba§ ... | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | 11 10 | 11 7 | " " |
| Kotah ... | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | " Agra Cant. and Bayana. |
| Kuchaman Road* ... | 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " Agra East Bank. |
| Lakhewali* ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " Ghaziabad and Kotkapura. |
| Lakheri ... | 9 9 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 11 | " Agra Cant. and Bayana. |
| Lambia* ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | " Agra East Bank. |
| Limkhera ... | 11 4 | 11 4 | 11 4 | 11 7 | 11 4 | 11 7 | 11 7 | " Agra Cant. and Bayana. |
| Bombay (Mahim)† ... | 12 6 | 12 8 | 12 8 | 12 8 | 12 8 | 12 10 | 12 8 | " Naini and Dadar. |
| Mandawar Mahua Road.* ... | 8 14 | 9 0 | 9 0 | 9 0 | 9 0 | 9 2 | 9 0 | " Agra East Bank. |
| Mandsaur* ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | " " |
| Maonda* ... | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | 10 2 | 10 2 | " Ghaziabad and Delhi-Serai Rohilla. |
| Maroli ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | " Naini and Amalner. |
| Marwar Jn.* ... | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | 10 14 | 10 14 | " Agra East Bank. |
| Meghnagar ... | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | 11 2 | 11 2 | " Agra Cant. and Bayana. |
| Mehidpur Road ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | " " |
| Mehmadabad and Kaira Road. ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | " " |
| Mehsana* ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " Agra East Bank. |
| Via Mehsana*§ ... | 11 12 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | " " |
| Mhow* ... | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | 10 9 | 10 9 | " Naini and Khandwa. |
| Miyagam ... | 11 14 | 12 0 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " Agra Cant. and Bayana. |
| Viz Miyagam§ ... | 11 10 | 11 12 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | " " |
| Morwani ... | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | " " |
| Mukhtlari Balwada* ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " Naini and Khandwa. |
| Muktsar* ... | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | " Ghaziabad and Kotkapura. |
| Muttra Cant.* ... | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 14 | " Agra East Bank. |
| Nabipur ... | 11 11 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | " Agra Cant. and Bayana. |
| Nadbai* ... | 8 12 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | 8 14 | " Agra East Bank. |
| Nadiad ... | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " Agra Cant. and Bayana. |
| Via Nadiad (for Guzerat Railway stations).§ ... | 11 10 | 11 10 | 11 12 | 11 12 | 11 12 | 11 14 | 11 12 | " " |
| Nagda ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | " " |
| Namli* ... | 10 11 | 10 11 | 10 11 | 10 14 | 10 14 | 10 14 | 10 14 | " Agra East Bank. |
| Nandol Degham* ... | 12 2 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | " Agra Cant. and Ahmedabad. |
| Nandurbar ... | 10 11 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | " Naini and Amalner. |
| Nardana ... | 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | " " |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition wherever due.

† These rates include the GIP Railway Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 755.

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|---------------------------------------------|----------|--------------------------------------|---------------|-----------|---------|--------|---------------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Khachraud | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Agra Cant. & Bayana. |
| Kharaghoda | 12 7 | 12 7 | 12 7 | 12 4 | 12 4 | 12 4 | 12 7 | " " |
| Kharsalia | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " " |
| Kherli* | 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | " Agra East Bank. |
| Khodiar* | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | " " |
| Kim | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 11 | " Naini and Amalner. |
| Kishangarh* | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | " Agra East Bank. |
| Kosamba | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 11 | " Naini & Amalner. |
| Via Kosamba§ | 11 5 | 11 5 | 11 5 | 11 3 | 11 3 | 11 3 | 11 7 | " " |
| Kotah ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 11 | 9 14 | 9 14 | " Agra Cant. & Bayana. |
| Kuchaman Road* | 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 11 | 9 14 | " Agra East Bank. |
| Lakhewali* | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | " Ghaziabad & Kotkapura. |
| Lakheri | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | " Agra Cant. & Bayana. |
| Lambia* | 10 7 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | " Agra East Bank. |
| Limkhara | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | " Agra Cant. & Bayana. |
| Bombay (Mahim)† | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 10 | " Naini & Dadar. |
| Mandawar Mahua Road.* | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | " Agra East Bank. |
| Mandsaur* | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | " " |
| Maonda* | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " Ghaziabad and Delhi Seral Rohilla. |
| Maroli | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 11 | " Naini & Amalner. |
| Marwar Jn.* | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | " Agra East Bank. |
| Meghnagar | 10 14 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | " Agra Cant. & Bayana. |
| Mehidpur Road | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " " |
| Mehmadabad and Kaira Road. | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " " |
| Mehsana* | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | " Agra East Bank. |
| Via Mehsana*§ | 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | " " |
| Mhow* | 10 5 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " Naini & Khandwa. |
| Miyagam | 11 14 | 11 14 | 11 14 | 11 14 | 11 11 | 11 14 | 11 14 | " Agra Cant. & Bayana. |
| Viz Miyagam§ | 11 10 | 11 10 | 11 10 | 11 10 | 11 7 | 11 10 | 11 10 | " " |
| Morwani | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | " " |
| Mukhtiar Balwada* | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | " Naini & Khandwa. |
| Muktsar* | 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 14 | " Ghaziabad & Kotkapura. |
| Muttra Cant.* | 8 9 | 8 9 | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | " Agra East Bank. |
| Nabipur | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 12 0 | " Agra Cant. & Bayana. |
| Nadbai* | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | " Agra East Bank. |
| Nadiad | 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 11 14 | " Agra Cant & Bayana. |
| Via Nadiad (for Guzerat Railway stations).§ | 11 10 | 11 10 | 11 10 | 11 7 | 11 7 | 11 7 | 11 10 | " " |
| Nagda | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | " " |
| Namli* | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | " Agra East Bank. |
| Nandol Degham* | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | " Agra Cant. & Ahmedabad. |
| Nandurbar | 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | 10 14 | " Naini & Amalner. |
| Nardana | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 9 | " " |

* A transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transhipment charge is not levied on BB&CI Railway Loco. coal.

† These rates include the GIP Railway Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only, but do not include the transhipment charge which must be levied in addition wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 755.

| Stations | Karmatar | Sitarampur | Shamdi | Kulti | Barakar | Mugma | Mugma West | Route |
|---------------------------------------------|-----------|------------|--------|--------|---------|--------|------------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Khachraud | ... 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | Via Agra Cant. & Bayana. |
| Kharaghoda | ... 12 7 | 12 4 | 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | " " |
| Kharsalia | ... 11 7 | 11 4 | 11 7 | 11 4 | 11 4 | 11 4 | 11 4 | " " |
| Kherli* | ... 8 14 | 8 12 | 8 12 | 8 12 | 8 9 | 8 9 | 8 9 | " Agra East Bank. |
| Khodiar* | ... 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | " " |
| Kim | ... 11 11 | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " Naini and Amalner. |
| Kishangarh* | ... 9 14 | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | " Agra East Bank. |
| Kosamba | ... 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | " Naini & Amalner. |
| Via Kosamba§ | ... 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | " " |
| Kotah ... | ... 9 14 | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | " Agra Cant. & Bayana. |
| Kuchaman Road* | ... 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | " Agra East Bank. |
| Lakhewali* | ... 10 14 | 10 11 | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | " Ghaziabad & Kotkapura. |
| Lakheri | ... 9 9 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | " Agra Cant. & Bayana. |
| Lambia* | ... 10 9 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " Agra East Bank. |
| Limkhara | ... 11 4 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | " Agra Cant. & Bayana. |
| Bombay (Mahim)† | 12 8 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | 12 6 | " Naini & Dadar. |
| Mandawar Mahua Road.* | 8 14 | 8 12 | 8 14 | 8 12 | 8 12 | 8 12 | 8 12 | " Agra East Bank. |
| Mandsaur* | ... 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 14 | " " |
| Maonda* | ... 10 0 | 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 11 | " Ghaziabad and Delhi Serai Rohilla. |
| Maroli | ... 11 11 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " Naini & Amalner. |
| Marwar Jn.* | ... 10 11 | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | " Agra East Bank. |
| Meghnagar | ... 11 0 | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | " Agra Cant. & Bayana. |
| Mehidpur Road | ... 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " " |
| Mehmadabad and Kaira Road. | 12 0 | 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | " " |
| Mehsana* | ... 11 14 | 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | " Agra East Bank. |
| Via Mehsana*§ | ... 11 10 | 11 7 | 11 10 | 11 7 | 11 7 | 11 7 | 11 7 | " " |
| Mhow* | ... 10 7 | 10 5 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | " Naini & Khandwa. |
| Miyagam | ... 11 14 | 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | " Agra Cant. & Bayana |
| Via Miyagam§ | ... 11 10 | 11 7 | 11 10 | 11 7 | 11 7 | 11 7 | 11 7 | " " |
| Morwani | ... 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | " " |
| Mukhtlari Balwada* | 10 2 | 10 0 | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | " Naini & Khandwa. |
| Muktsar* | ... 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | " Ghaziabad & Kotkapura. |
| Muttra Cant.* | ... 8 12 | 8 9 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | " Agra East Bank. |
| Nabipur | ... 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | " Agra Cant. & Bayana. |
| Nadbal* | ... 8 12 | 8 9 | 8 12 | 8 9 | 8 9 | 8 9 | 8 9 | " Agra East Bank. |
| Nadiad | ... 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | " Agra Cant. & Bayana. |
| Via Nadiad (for Guzerat Railway stations).§ | 11 10 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " " |
| * Nagda | ... 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | " " |
| Namli* | ... 10 11 | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | " Agra East Bank. |
| Nandol Degham* | ... 12 2 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | " Agra Cant. & Ahmedabad. |
| Nandurbar | ... 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | " Naini & Amalner. |
| Nardana | ... 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " " |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

† These rates include the GIP Railway Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|---------------------------------------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|--------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Khachraud | 10 5 | 10 2 | 10 2 | 10 9 | 10 9 | 10 9 | 10 9 | Via Agra Cant. & Bayana. |
| Kharaghoda | 12 2 | 12 0 | 12 2 | 12 7 | 12 7 | 12 9 | 12 7 | " " |
| Kharsalla | 11 4 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " " |
| Kherli* | 8 9 | 8 7 | 8 7 | 8 14 | 8 14 | 8 14 | 8 14 | " Agra East Bank. |
| Khodiar* | 11 14 | 11 11 | 11 14 | 12 2 | 12 2 | 12 4 | 12 2 | " " |
| Kim | 11 9 | 11 11 | 11 7 | 12 0 | 12 0 | 12 0 | 11 9 | " Naini and Amalner. |
| Kishangarh* | 9 11 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | " Agra East Bank. |
| Kosamba | 11 9 | 11 11 | 11 7 | 12 0 | 12 0 | 12 0 | 11 11 | " Naini & Amalner. |
| Via Kosamba§ | 11 5 | 11 7 | 11 3 | 11 12 | 11 12 | 11 12 | 11 7 | " " |
| Kotah ... | 9 9 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 9 14 | " Agra Cant. & Bayana. |
| Kuchaman Road* | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | " Agra East Bank. |
| Lakhewali* | 10 11 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " Ghaziabad & Kotkapura. |
| Lakheri | 9 7 | 9 5 | 9 5 | 9 11 | 9 11 | 9 11 | 9 11 | " Agra Cant. & Bayana. |
| Lambia* | 10 5 | 10 2 | 10 2 | 10 9 | 10 9 | 10 9 | 10 9 | " Agra East Bank. |
| Limkhera | 11 0 | 10 14 | 10 14 | 11 4 | 11 4 | 11 4 | 11 4 | " Agra Cant. & Bayana. |
| Bombay (Mahim)† | 12 8 | 12 8 | 12 3 | 12 12 | 12 12 | 12 15 | 12 8 | " Naini & Dadar. |
| Mandawar Mahua Road.* | 8 12 | 8 9 | 8 9 | 9 0 | 9 0 | 9 0 | 9 0 | " Agra East Bank. |
| Mandsaur* | 10 11 | 10 9 | 10 11 | 11 0 | 11 0 | 11 2 | 11 0 | " " |
| Maonda* | 9 11 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | " Ghaziabad and Delhi Seral Rohilla. |
| Maroli | 11 9 | 11 11 | 11 7 | 12 0 | 12 0 | 12 0 | 11 9 | " Naini & Amalner. |
| Marwar Jn.* | 10 7 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 11 | " Agra East Bank. |
| Meghnagar | 10 11 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " Agra Cant. & Bayana. |
| Mehidpur Road | 10 5 | 10 2 | 10 2 | 10 9 | 10 9 | 10 9 | 10 9 | " " |
| Mehmadabad and Kaira Road. | 11 11 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | " " |
| Mehsana* | 11 11 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 12 0 | " Agra East Bank. |
| Via Mehsana*§ | 11 7 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 12 | " " |
| Mhow* | 10 2 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | " Naini & Khandwa. |
| Miyagam | 11 9 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 11 14 | " Agra Cant. & Bayana. |
| Via Miyagam§ | 11 5 | 11 5 | 11 5 | 11 12 | 11 12 | 11 12 | 11 10 | " " |
| Morwani | 10 7 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 11 | " " |
| Mukhtiar Balwada* | 10 0 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | " Naini & Khandwa. |
| Muktsar* | 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " Ghaziabad & Kotkapura. |
| Muttra Cant.* | 8 7 | 8 5 | 8 5 | 8 12 | 8 12 | 8 12 | 8 12 | " Agra East Bank. |
| Nabipur | 11 11 | 11 9 | 11 9 | 12 0 | 12 0 | 12 2 | 11 14 | " Agra Cant & Bayana. |
| Nadbal* | 8 7 | 8 7 | 8 7 | 8 14 | 8 14 | 8 14 | 8 12 | " Agra East Bank. |
| Nadiad | 11 9 | 11 7 | 11 9 | 11 14 | 11 14 | 12 0 | 11 14 | " Agra Cant. & Bayana. |
| Via Nadiad (for Guzerat Railway stations).§ | 11 5 | 11 3 | 11 5 | 11 10 | 11 10 | 11 12 | 11 10 | " " |
| Nagda | 10 2 | 10 0 | 10 2 | 10 7 | 10 7 | 10 9 | 10 7 | " " |
| Namli* | 10 7 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 11 | " Agra East Bank. |
| Nandol Degham* | 12 0 | 11 14 | 11 14 | 12 4 | 12 4 | 12 4 | 12 4 | " Agra Cant. & Ahmedabad. |
| Nandurbar | 10 11 | 10 14 | 10 9 | 11 2 | 11 2 | 11 2 | 10 14 | " Naini and Amalner. |
| Nardana | 10 7 | 10 9 | 10 5 | 10 14 | 10 14 | 10 14 | 10 7 | " " |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only but do not include the transshipment charge which must be levied in addition wherever due.

† These rates include the GIP Railway Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|---------------------------------------------|-----------|----------|--------|---------|----------|----------|-----------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Khachraud | ... 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | Via Agra Cant. & Bayana. |
| Kharaghoda | ... 12 7 | 12 7 | 12 7 | 12 7 | 12 4 | 12 7 | 12 7 | " " |
| Kharsalla | ... 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | " " |
| Kherli* | ... 8 14 | 8 14 | 8 14 | 8 12 | 8 12 | 8 14 | 8 14 | " Agra East Bank. |
| Khodlar* | ... 12 2 | 12 2 | 12 2 | 12 2 | 12 0 | 12 2 | 12 2 | " " |
| Kim | ... 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 11 | " Naini and Amalner. |
| Kishangarh* | ... 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | " Agra East Bank. |
| Kosamba | ... 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | 11 11 | 11 11 | " Naini & Amalner. |
| Via Kosamba§ | ... 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | " " |
| Kotah ... | ... 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | " Agra Cant. & Bayana. |
| Kuchaman Road* | ... 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 14 | 9 14 | " Agra East Bank. |
| Lakhewali* | ... 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " Ghaziabad & Kotkapura. |
| Lakheri | ... 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | " Agra Cant. & Bayana. |
| Lambia* | ... 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | " Agra East Bank. |
| Limkhara | ... 11 4 | 11 4 | 11 2 | 11 2 | 11 2 | 11 4 | 11 4 | " Agra Cant. & Bayana. |
| Bombay (Mahim)† | 12 8 | 12 8 | 12 8 | 12 6 | 12 6 | 12 8 | 12 8 | " Naini & Dadar. |
| Mandawar Mahua Road.* | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 9 0 | " Agra East Bank. |
| Mandsaur* | ... 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 0 | " " |
| Maonda* | ... 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | " Ghaziabad and Delhi Serai Rohilla. |
| Maroli | ... 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | 11 11 | " Naini & Amalner. |
| Marwar Jn.* | ... 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | " Agra East Bank. |
| Meghnagar | ... 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " Agra Cant. & Bayana. |
| Mehidpur Road | ... 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | " " |
| Mehmadabad and Kaira Road. | 11 14 | 12 0 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | " " |
| Mehsana* | ... 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | " Agra East Bank. |
| Via Mehsana*§ | ... 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | 11 12 | 11 12 | " " |
| Mhow* | ... 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " Naini & Khandwa. |
| Miyagam | ... 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | " Agra Cant. & Bayana. |
| Via Miyagam§ | ... 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | 11 10 | 11 12 | " " |
| Morwani | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | " " |
| Mukhtlari Balwada* | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 5 | " Naini & Khandwa. |
| Mukhtsar* | ... 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | 10 14 | 10 14 | " Ghaziabad & Kotkapura. |
| Muttra Cant.* | 8 12 | 8 12 | 8 9 | 8 9 | 8 9 | 8 12 | 8 12 | " Agra East Bank. |
| Nabipur | ... 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | 11 14 | 11 14 | " Agra Cant. & Bayana. |
| Nadbai* | ... 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | " Agra East Bank. |
| Nadiad | ... 11 14 | 11 14 | 11 14 | 11 14 | 11 11 | 11 14 | 11 14 | " Agra Cant. & Bayana. |
| Via Nadiad (for Guzerat Railway stations).§ | 11 10 | 11 10 | 11 10 | 11 10 | 11 7 | 11 10 | 11 10 | " " |
| Nagda | ... 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 7 | 10 7 | " " |
| Namli* | ... 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | 10 11 | 10 11 | " Agra East Bank. |
| Nandol Degham* | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | " Agra Cant. & Ahmedabad. |
| Nandurbar | ... 10 11 | 10 14 | 10 11 | 10 11 | 10 11 | 10 14 | 10 14 | " Naini & Amalner. |
| Nardana | ... 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | " " |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

† These rates include the GIP Railway Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route |
|-------------------------------------------------|---------|----------------|-------------|--------|-------------|-----------|--------|-------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Khachraud ... | 9 5 | 9 7 | 10 0 | 10 2 | 10 5 | 10 5 | 10 0 | .. Agra Cant. & Bayana. |
| Kharaghoda ... | 11 4 | 11 4 | 12 0 | 12 0 | 12 4 | 12 2 | 12 0 | .. " |
| Kharsalia ... | 10 5 | 10 7 | 11 0 | 11 2 | 11 4 | 11 4 | 11 0 | .. " |
| Kherli* ... | 7 12 | 7 12 | 8 7 | 8 7 | 8 9 | 8 9 | 8 7 | .. Agra East Bank. |
| Khodiar* ... | 11 0 | 11 0 | 11 11 | 11 14 | 12 0 | 11 14 | 11 11 | .. " |
| Kim ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 7 | 11 7 | 11 9 | .. Naini and Amalner. |
| Kishangarh* ... | 8 14 | 8 14 | 9 7 | 9 9 | 9 11 | 9 11 | 9 7 | .. Agra East Bank. |
| Kosamba ... | 10 14 | 11 0 | 11 9 | 11 11 | 11 7 | 11 7 | 11 9 | .. Naini & Amalner. |
| Via Kosamba§ ... | 10 10 | 10 12 | 11 5 | 11 7 | 11 3 | 11 3 | 11 5 | .. " |
| Kotah ... | 8 12 | 8 12 | 9 7 | 9 9 | 9 11 | 9 11 | 9 7 | .. Agra Cant. & Bayana. |
| Kuchaman Road* ... | 8 12 | 8 12 | 9 7 | 9 7 | 9 11 | 9 9 | 9 7 | .. Agra East Bank. |
| Lakhewali* ... | 9 14 | 9 14 | 10 7 | 10 9 | 10 11 | 10 11 | 10 7 | .. Ghaziabad & Kotkapura |
| Lakheri ... | 8 9 | 8 9 | 9 2 | 9 5 | 9 7 | 9 7 | 9 2 | .. Agra Cant. & Bayana. |
| Lambia* ... | 9 7 | 9 7 | 10 2 | 10 2 | 10 5 | 10 5 | 10 2 | .. Agra East Bank. |
| Limkhara ... | 10 2 | 10 2 | 10 14 | 10 14 | 11 0 | 11 0 | 10 14 | .. Agra Cant. & Bayana. |
| Bombay (Mahim)† ... | 11 12 | 11 12 | 12 6 | 12 8 | 12 3 | 12 3 | 12 6 | .. Naini & Dadar. |
| Mandawar Mahua Road.* ... | 7 14 | 7 14 | 8 7 | 8 9 | 8 12 | 8 12 | 8 7 | .. Agra East Bank. |
| Mandsaur* ... | 9 14 | 9 14 | 10 9 | 10 11 | 10 14 | 10 11 | 10 9 | .. " |
| Maonda* ... | 8 14 | 8 14 | 9 9 | 9 9 | 9 11 | 9 11 | 9 9 | .. Ghaziabad and Delhi Seraul-Rohilla. |
| Maroli ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 7 | 11 4 | 11 9 | .. Naini & Amalner. |
| Marwar Jn. * ... | 9 9 | 9 9 | 10 5 | 10 5 | 10 7 | 10 7 | 10 5 | .. Agra East Bank. |
| Meghnagar ... | 9 14 | 9 14 | 10 9 | 10 9 | 10 11 | 10 11 | 10 9 | .. Agra Cant. & Bayana. |
| Mehidpur Road ... | 9 7 | 9 7 | 10 0 | 10 2 | 10 5 | 10 5 | 10 0 | .. " |
| Mehamadabad and Kaira Road. ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 11 | 11 11 | 11 7 | .. " |
| Mehsana* ... | 10 14 | 10 14 | 11 7 | 11 9 | 11 11 | 11 11 | 11 7 | .. Agra East Bank. |
| Via Mehsana*§ ... | 10 10 | 10 10 | 11 3 | 11 5 | 11 7 | 11 7 | 11 3 | .. " |
| Mhow* ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 2 | 10 2 | 10 0 | .. Naini & Khandwa. |
| Miyagam ... | 10 11 | 10 11 | 11 7 | 11 9 | 11 11 | 11 11 | 11 7 | .. Agra Cant. & Bayana. |
| Via Miyagam§ ... | 10 7 | 10 7 | 11 3 | 11 5 | 11 7 | 11 7 | 11 3 | .. " |
| Morwani ... | 9 9 | 9 9 | 10 5 | 10 5 | 10 7 | 10 7 | 10 2 | .. " |
| Mukhtiar Balwada* ... | 9 2 | 9 2 | 9 14 | 9 14 | 10 0 | 10 0 | 9 11 | .. Naini & Khandwa. |
| Muktsar* ... | 9 11 | 9 11 | 10 7 | 10 7 | 10 11 | 10 9 | 10 7 | .. Ghaziabad & Kotkapura. |
| Muttra Cant.* ... | 7 9 | 7 9 | 8 5 | 8 5 | 8 7 | 8 7 | 8 5 | .. Agra East Bank. |
| Nabipur ... | 10 14 | 10 14 | 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | .. Agra Cant. & Bayana. |
| Nadbai* ... | 7 9 | 7 12 | 8 5 | 8 7 | 8 9 | 8 9 | 8 5 | .. Agra East Bank. |
| Nadiad ... | 10 11 | 10 11 | 11 7 | 11 9 | 11 11 | 11 9 | 10 7 | .. Agra Cant. & Bayana. |
| Via Nadiad (for Guzerat Railway stations).§ ... | 10 7 | 10 7 | 11 3 | 11 5 | 11 7 | 11 5 | 11 3 | .. " |
| Nagda ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 5 | 10 2 | 10 0 | .. " |
| Namli* ... | 9 9 | 9 9 | 10 5 | 10 5 | 10 7 | 10 7 | 10 5 | .. Agra East Bank. |
| Nandol Degham* ... | 11 0 | 11 2 | 11 11 | 11 14 | 12 0 | 12 0 | 11 11 | .. Agra Cant. & Ahmedabad. |
| Nandurbar ... | 10 0 | 10 2 | 10 11 | 10 14 | 10 9 | 10 9 | 10 11 | .. Naini & Amalner. |
| Nardana ... | 9 11 | 9 14 | 10 7 | 10 9 | 10 5 | 10 5 | 10 7 | .. " |

* A transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transhipment charge is not levied on BB&CI Railway Loco. coal.

† These rates include the GIP Railway Ghat charge of Re. 0-8-0 per ton.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only, but do not include the transhipment charge which must be levied in addition, wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B.," at page 755.

| Stations | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Palasthali | Panchra | Route |
|--------------------|-----------|--------|-------------|----------------|-------------|------------|---------|----------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Varnaul* | ... 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | Via Ghaziabad and Delhi-Serai Rohilla. |
| Naroda | ... 12 2 | 12 2 | 12 2 | 12 4 | 12 2 | 12 4 | 12 4 | „ Agra East Bank. |
| Nasirabad* | ... 10 2 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | „ „ |
| Navli ... | ... 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | „ Agra Cant. and Bayana. |
| Navapur | ... 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | „ Naini and Amalner. |
| Navsari | ... 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | 11 11 | 11 11 | „ „ |
| Nawal* | ... 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 11 | „ Agra East Bank. |
| Neemuch* | ... 11 2 | 11 2 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | „ „ |
| Nimbahera* | ... 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | „ „ |
| Nim-ka-thana* | ... 9 14 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | „ Agra East Bank and Jaipur. |
| Nindhar Benar* | ... 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | 9 9 | „ „ |
| Nizampur* | ... 9 14 | 9 14 | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | „ Ghaziabad and Delhi-Serai Rohilla. |
| Padse ... | ... 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | „ Naini and Amalner. |
| Palam* | ... 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | „ Ghaziabad and Delhi-Serai Rohilla. |
| Palampur* | ... 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 11 | „ Agra East Bank. |
| Via Palampur* § | ... 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | 11 7 | „ „ |
| Palej ... | ... 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | 12 0 | 12 0 | „ Agra Cant. and Bayana. |
| Palghar | ... 12 2 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | „ Naini and Amalner. |
| Palia* ... | ... 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | 10 9 | 10 9 | „ Agra East Bank. |
| Panoli ... | ... 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 11 | „ Naini, Amalner and Udhna. |
| Pardi ... | ... 11 11 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | „ „ |
| Patfall-on-Ganges* | 8 3 | 8 5 | 8 5 | 8 5 | 8 5 | 8 7 | 8 5 | „ Cawnpore Central Goods Shed. |
| Patri ... | ... 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | „ Agra Cant. & Bayana. |
| Phulera ... | ... 9 11 | 9 11 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | „ Agra East Bank. |
| Pilol ... | ... 11 11 | 11 11 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | „ Agra Cant. and Bayana. |
| Piplia* | ... 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | „ Agra East Bank. |
| Piplod | ... 11 4 | 11 4 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | „ Agra Cant. & Bayana. |
| Rajgarh* | ... 9 2 | 9 5 | 9 5 | 9 5 | 9 5 | 9 7 | 9 5 | „ Agra East Bank. |
| Raman* | ... 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | „ Ghaziabad and Delhi Serai Rohilla. |
| Ranala | ... 10 9 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | „ Naini & Amalner. |
| Ranoli | ... 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 12 0 | „ Agra Cant. & Bayana. |
| Rao* ... | ... 10 7 | 10 7 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | „ Naini and Khandwa. |
| Raoti ... | ... 10 11 | 10 11 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | „ Agra Cant. & Bayana. |
| Rati-ka-Nagla* | ... 8 9 | 8 9 | 8 9 | 8 12 | 8 9 | 8 12 | 8 12 | „ Cawnpore Central Goods Shed. |
| Rawatpur* | ... 7 5 | 7 5 | 7 7 | 7 7 | 7 7 | 7 9 | 7 7 | „ „ |
| Raya* ... | ... 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 14 | 8 12 | „ Hathras Jn. |
| Reengus* | ... 9 11 | 9 11 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | „ Agra East Bank and Jaipur. |
| Rewari* | ... 9 9 | 9 9 | 9 11 | 9 11 | 9 11 | 9 14 | 9 11 | „ Ghaziabad & Delhi Serai Rohilla. |
| Ratlam | ... 10 9 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | „ Agra Cant. & Bayana. |
| Sabarmati† | ... 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | 12 4 | „ „ |
| Sachin | ... 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | „ Naini & Amalner. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Ry. Loco. Coal.

§ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition wherever due.

† Sabarmati (B. G.) is open for Loco. coal for the BB&CI Railway and consignments intended for Sabarmati Oil Mill Siding (B. G.)

Note.—These rates include the E.I. Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

B. B. & C. I. Ry.

| Stations | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|--------------------|-----------|------------------------------------------|---------------|-----------|---------|--------|---------------|------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Narnaul* | ... 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | Via Ghaziabad & Delhi Serai Rohilla. |
| Naroda | ... 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | .. Agra East Bank. |
| Nasirabad* | ... 10 5 | 10 2 | 10 2 | 10 2 | 10 0 | 10 0 | 10 2 | .. " |
| Navli ... | ... 11 11 | 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | .. Agra Cant. & Bayana. |
| Navapur | ... 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 2 | .. Naini & Amalner. |
| Navsari | ... 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 11 | .. " |
| Nawai* | ... 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | .. Agra East Bank. |
| Neemuch* | ... 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | .. " |
| Nimbahera* | ... 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | .. " |
| Nim-ka-thana* | ... 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | .. Agra East Bank & Jaipur. |
| Nindhar Benar* | ... 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | .. " |
| Nizampur* | ... 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 11 | 9 14 | .. Ghaziabad & Delhi Serai Rohilla. |
| Padse ... | ... 10 5 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 9 | .. Naini & Amalner. |
| Palam* | ... 9 5 | 9 5 | 9 5 | 9 2 | 9 2 | 9 2 | 9 5 | .. Ghaziabad & Delhi Serai Rohilla. |
| Palanpur* | ... 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | .. Agra East Bank. |
| Via Palanpur* § | ... 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | .. " |
| Palej ... | ... 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 11 14 | .. Agra Cant. & Bayana. |
| Palghar | ... 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 7 | .. Naini & Amalner. |
| Palia* ... | ... 10 5 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | .. Agra East Bank. |
| Panoli ... | ... 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 14 | .. Naini, Amalner & Udhna. |
| Pardi ... | ... 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 12 0 | .. " |
| Patiali-on-Ganges* | ... 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | .. Cawnpore Central Goods Shed. |
| Patri ... | ... 12 4 | 12 4 | 12 7 | 12 4 | 12 4 | 12 4 | 12 4 | .. Agra Cant. & Bayana. |
| Phulera* | ... 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | 9 11 | .. Agra East Bank. |
| Pilol ... | ... 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | .. Agra Cant. and Bayana. |
| Piplia* | ... 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | .. Agra East Bank. |
| Piplod | ... 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 2 | 11 4 | .. Agra Cant. & Bayana. |
| Rajgarh* | ... 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 2 | 9 2 | .. Agra East Bank. |
| Raman* | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | .. Ghaziabad and Delhi Serai-Rohilla. |
| Ranala | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 14 | .. Naini & Amalner. |
| Ranoli | ... 11 11 | 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | .. Agra Cant. & Bayana. |
| Rao* ... | ... 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | .. Naini and Khandwa. |
| Raoti ... | ... 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 11 | .. Agra Cant. & Bayana. |
| Rati-ka-Nagla* | ... 8 9 | 8 9 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | .. Cawnpore Central Goods Shed. |
| Rawatpur* | ... 7 5 | 7 5 | 7 5 | 7 3 | 7 3 | 7 3 | 7 5 | .. " |
| Raya* ... | ... 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | .. Hathras Jn. |
| Reengus* | ... 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | 9 9 | 9 11 | .. Agra East Bank & Jaipur. |
| Rewāri* | ... 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 7 | 9 9 | .. Ghaziabad and Delhi Serai-Rohilla. |
| Ratlam | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 9 | .. Agra Cant. & Bayana. |
| Sabarmati† | ... 12 0 | 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | .. " |
| Sachin | ... 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 11 | .. Naini & Amalner. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Ry. Loco. Coal.

§ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition wherever due.

† Sabarmati (B. G.) is open for Loco. coal for the BB&CI Railway and consignments intended for Sabarmati Oil Mill Siding (B. G.).

Note.—These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|--------------------|-----------|------------|---------|--------|---------|--------|------------|---------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Narnaul* | ... 9 11 | 9 9 | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | Via Ghaziabad & Delhi Serai-Rohilla. |
| Naroda | ... 12 2 | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | .. Agra East Bank. |
| Nasirabad* | ... 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | .. " |
| Navli ... | ... 11 14 | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | .. Agra Cant. & Bayana. |
| Navapur | ... 11 2 | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | .. Naini & Amalner. |
| Navsari | ... 11 11 | 11 7 | 11 9 | 11 7 | 11 9 | 11 9 | 11 9 | .. " |
| Nawal* | ... 9 9 | 9 7 | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | .. Agra East Bank. |
| Neemuch* | ... 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | .. " |
| Nimbahera* | ... 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | .. " |
| Nim-ka-thana* | ... 9 14 | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | .. Agra East Bank & Jaipur. |
| Nindhar Benar* | ... 9 7 | 9 5 | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | .. " |
| Nizampur* | ... 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | 9 9 | 9 9 | .. Ghaziabad & Delhi Serai-Rohilla. |
| Padse ... | ... 10 9 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | .. Naini & Amalner. |
| Palam* | ... 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | .. Ghaziabad & Delhi Serai-Rohilla. |
| Palampur* | ... 11 9 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | .. Agra East Bank. |
| Via Palampur*§ | ... 11 5 | 11 3 | 11 5 | 11 3 | 11 3 | 11 3 | 11 3 | .. " |
| Palej ... | ... 12 0 | 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | .. Agra Cant. & Bayana. |
| Palghar | ... 12 4 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | .. Naini & Amalner. |
| Palia* ... | ... 10 7 | 10 5 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | .. Agra East Bank. |
| Panoli ... | ... 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | .. Naini, Amalner & Udhna. |
| Pardi ... | ... 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | .. " |
| Patiali-on-Ganges* | 8 3 | 8 0 | 8 3 | 8 0 | 8 0 | 8 0 | 8 0 | .. Cawnpore Central Goods Shed. |
| Patri ... | ... 12 7 | 12 4 | 12 4 | 12 2 | 12 2 | 12 2 | 12 2 | .. Agra Cant. & Bayana. |
| Phulera* | ... 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | .. Agra East Bank. |
| Pilol ... | ... 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | .. Agra Cant. and Bayana. |
| Piplia* | ... 11 0 | 10 14 | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | .. Agra East Bank. |
| Piplod | ... 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | .. Agra Cant. & Bayana. |
| Rajgarh* | ... 9 2 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | 9 0 | .. Agra East Bank. |
| Raman* | ... 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | .. Ghaziabad and Delhi Serai-Rohilla. |
| Ranala | ... 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | .. Naini & Amalner. |
| Ranoli | ... 11 14 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | .. Agra Cant. & Bayana. |
| Rao* ... | ... 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | 10 2 | 10 5 | .. Naini and Khandwa. |
| Raoti ... | ... 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | .. Agra Cant. & Bayana. |
| Rati-ka-Nagla* | ... 8 9 | 8 7 | 8 7 | 8 7 | 8 5 | 8 5 | 8 5 | .. Cawnpore Central Goods Shed. |
| Rawatpur* | ... 7 5 | 7 3 | 7 3 | 7 3 | 7 3 | 7 0 | 7 0 | .. " |
| Raya* ... | ... 8 9 | 8 7 | 8 9 | 8 7 | 8 7 | 8 7 | 8 7 | .. Hathras Jn. |
| Reengus* | ... 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | .. Agra East Bank & Jaipur. |
| Rewari* | ... 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | .. Ghaziabad & Delhi Serai-Rohilla. |
| Ratlam | ... 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | .. Agra Cant. & Bayana. |
| Sabarmati† | ... 12 2 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | .. " |
| Sachin | ... 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | .. Naini & Amalner. |

* A transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transhipment charge is not levied on BB&CI Ry. Loco. Coal.

§ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transhipment charge which must be levied in addition wherever due.

† Sabarmati (B. G.) is open for Loco. coal for the BB&CI Railway and consignments intended for Sabarmati Oil Mill Siding (B. G.)

Note.—These rates include the E.I. Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 755.

B. B. & C. I. Ry.

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|--------------------|-------------|---------|------------------------------------------|----------|-------------|----------------|--------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Narnaul* | ... 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 14 | Via Ghaziabad & Delhi Seral Rohilla. |
| Naroda | ... 11 14 | 11 11 | 11 11 | 12 2 | 12 2 | 12 2 | 12 2 | „ Agra East Bank. |
| Nasirabad* | ... 9 14 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 5 | „ „ |
| Navli ... | ... 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | „ Agra Cant. & Bayana. |
| Navapur | ... 11 0 | 11 2 | 10 14 | 11 7 | 11 7 | 11 7 | 11 0 | „ Naini & Amalner. |
| Navsari | ... 11 9 | 11 11 | 11 7 | 12 0 | 12 0 | 12 0 | 11 9 | „ „ |
| Nawai* | ... 9 7 | 9 5 | 9 5 | 9 11 | 9 11 | 9 11 | 9 11 | „ Agra East Bank. |
| Neemuch* | ... 10 14 | 10 11 | 10 11 | 11 2 | 11 2 | 11 2 | 11 2 | „ „ |
| Nimbahera* | ... 10 11 | 10 9 | 10 11 | 11 2 | 11 2 | 11 2 | 11 0 | „ „ |
| Nim-ka-thana* | ... 9 11 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | „ Agra East Bank & Jaipur. |
| Nindhar Benar* | ... 9 5 | 9 2 | 9 2 | 9 9 | 9 9 | 9 9 | 9 9 | „ „ |
| Nizampoor* | ... 9 9 | 9 7 | 9 9 | 9 14 | 9 14 | 10 0 | 9 14 | „ Ghaziabad & Delhi Seral Rohilla. |
| Padse ... | ... 10 7 | 10 9 | 10 5 | 10 14 | 10 14 | 10 14 | 10 7 | „ Naini & Amalner. |
| Palam* | ... 9 0 | 8 14 | 8 14 | 9 5 | 9 5 | 9 5 | 9 5 | „ Ghaziabad & Delhi Seral Rohilla. |
| Palampur* | ... 11 7 | 11 4 | 11 4 | 11 11 | 11 11 | 11 11 | 11 11 | „ Agra East Bank. |
| Via Palampur*§ | ... 11 3 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | „ „ |
| Palej ... | ... 11 11 | 11 9 | 11 9 | 12 0 | 12 0 | 12 0 | 11 14 | „ Agra Cant. & Bayana. |
| Palghar | ... 12 4 | 12 4 | 12 0 | 12 9 | 12 9 | 12 11 | 12 4 | „ Naini & Amalner. |
| Palia* ... | ... 10 2 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | „ Agra East Bank. |
| Panoli ... | ... 11 11 | 11 11 | 11 7 | 12 0 | 12 0 | 12 2 | 11 11 | „ Naini, Amalner & Udhna. |
| Pardi ... | ... 11 14 | 11 14 | 11 9 | 12 2 | 12 2 | 12 4 | 11 14 | „ „ |
| Patiali-on-Ganges* | 7 14 | 7 14 | 7 14 | 8 5 | 8 5 | 8 5 | 8 3 | „ Cawnpore Central Goods Shed. |
| Patri ... | ... 12 2 | 12 0 | 12 0 | 12 7 | 12 7 | 12 7 | 12 7 | „ Agra Cant. & Bayana. |
| Phulera* | ... 9 7 | 9 5 | 9 7 | 9 11 | 9 11 | 9 14 | 9 11 | „ Agra East Bank. |
| Pilol ... | ... 11 7 | 11 4 | 11 4 | 11 11 | 11 11 | 11 11 | 11 11 | „ Agra Cant. and Bayana. |
| Piplia* | ... 10 14 | 10 11 | 10 11 | 11 2 | 11 2 | 11 2 | 11 2 | „ Agra East Bank. |
| Piplod | ... 11 0 | 10 14 | 11 0 | 11 4 | 11 4 | 11 7 | 11 4 | „ Agra Cant. & Bayana. |
| Rajgarh* | ... 8 14 | 8 14 | 8 14 | 9 5 | 9 5 | 9 5 | 9 2 | „ Agra East Bank. |
| Raman* | ... 10 7 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 11 | „ Ghaziabad and Delhi Seral Rohilla. |
| Ranala | ... 10 11 | 10 11 | 10 9 | 11 0 | 11 0 | 11 2 | 10 11 | „ Naini & Amalner. |
| Ranoli | ... 11 9 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 14 | „ Agra Cant. & Bayana. |
| Rao* ... | ... 10 2 | 10 0 | 10 2 | 10 7 | 10 7 | 10 9 | 10 7 | „ Naini and Khandwa. |
| Raoti ... | ... 10 7 | 10 5 | 10 7 | 10 11 | 10 11 | 10 14 | 10 11 | „ Agra Cant. & Bayana. |
| Ratl-ka-Nagla* | ... 8 5 | 8 3 | 8 3 | 8 9 | 8 9 | 8 9 | 8 9 | „ Cawnpore Central Goods Shed. |
| Rawatpur† | ... 7 0 | 6 14 | 7 0 | 7 5 | 7 5 | 7 7 | 7 5 | „ „ |
| Raya* ... | ... 8 7 | 8 5 | 8 5 | 8 12 | 8 12 | 8 12 | 8 12 | „ Hathras Jn. |
| Reengus* | ... 9 7 | 9 5 | 9 7 | 9 11 | 9 11 | 9 14 | 9 11 | „ Agra East Bank & Jaipur. |
| Rewari* | ... 9 5 | 9 2 | 9 5 | 9 9 | 9 9 | 9 11 | 9 9 | „ Ghaziabad & Delhi Seral Rohilla. |
| Ratlam | ... 10 5 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 9 | „ Agra Cant. & Bayana. |
| Sabarmati† | ... 11 14 | 11 11 | 11 11 | 12 2 | 12 2 | 12 2 | 12 2 | „ „ |
| Sachin | ... 11 9 | 11 9 | 11 4 | 11 14 | 11 14 | 12 0 | 11 9 | „ Naini & Amalner. |

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

† Sabarmati (B. G.) is open for Loco. coal for the BB&CI Railway and consignments intended for Sabarmati Oil Mill Siding (B. G.).

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under “N. B.” at page 755.

| Stations | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gauraugdi | Route |
|--------------------|-----------|----------|--------|---------|----------|----------|-----------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Narnaul* | ... 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 14 | Via Ghaziabad & Delhi Serai Rohilla. |
| Naroda | ... 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | " Agra East Bank. |
| Nasrabad* | ... 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 2 | 10 5 | " " |
| Navli ... | ... 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | " Agra Cant. & Bayana. |
| Navapur | ... 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " Naini & Amalner. |
| Navsari | ... 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | " " |
| Nawai* | ... 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | 9 11 | 9 11 | " Agra East Bank. |
| Neemuch* | ... 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 2 | 11 2 | " " |
| Nimbahera* | ... 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 2 | " " |
| Nim-ka-thana* | ... 9 14 | 9 14 | 9 14 | 9 14 | 9 11 | 10 0 | 10 0 | " Agra East Bank & Jaipur. |
| Nindhar Benar* | ... 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 9 | 9 9 | " " |
| Nizampur* | ... 9 14 | 9 14 | 9 14 | 9 14 | 9 11 | 9 14 | 9 14 | " Ghaziabad & Delhi Serai Rohilla. |
| Padse ... | ... 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | " Naini & Amalner. |
| Palam* | ... 9 5 | 9 5 | 9 5 | 9 2 | 9 2 | 9 5 | 9 5 | " Ghaziabad & Delhi Serai Rohilla. |
| Palanpur* | ... 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 11 | " Agra East Bank. |
| Via Palanpur*§ | ... 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | " " |
| Palej ... | ... 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | " Agra Cant. & Bayana. |
| Palghar | ... 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | 12 4 | 12 4 | " Naini & Amalner. |
| Palia* ... | ... 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " Agra East Bank. |
| Panoli ... | ... 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 11 | 11 11 | " Naini, Amalner & Udhna. |
| Pardi ... | ... 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | 11 14 | 11 14 | " " |
| Patiali-on-Ganges* | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 3 | 8 5 | " Cawnpore Central Goods Shed. |
| Patri ... | ... 12 7 | 12 7 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | " Agra Cant. and Bayana. |
| Phulera* | ... 9 11 | 9 11 | 9 11 | 9 11 | 9 9 | 9 11 | 9 11 | " Agra East Bank. |
| Pilol ... | ... 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 11 | 11 11 | " Agra Cant. and Bayana. |
| Piplia* | ... 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " Agra East Bank. |
| Piplod | ... 11 4 | 11 4 | 11 4 | 11 4 | 11 2 | 11 4 | 11 4 | " Agra Cant. and Bayana. |
| Rajgarh* | ... 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | " Agra East Bank. |
| Raman* | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | " Ghaziabad and Delhi Serai Rohilla. |
| Ranala | ... 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 11 | 10 11 | " Naini and Amalner. |
| Ranoli | ... 11 11 | 11 14 | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | " Agra Cant. and Bayana. |
| Rao* ... | ... 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 7 | " Naini and Khandwa. |
| Raoti ... | ... 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 11 | 10 11 | " Agra Cant. and Bayana. |
| Rati-ka-Nagla* | ... 8 9 | 8 9 | 8 9 | 8 7 | 8 7 | 8 9 | 8 9 | " Cawnpore Central Goods Shed. |
| Rawatpur* | ... 7 5 | 7 5 | 7 5 | 7 5 | 7 3 | 7 5 | 7 5 | " " |
| Raya* ... | ... 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | 8 12 | " Hathras Jn. |
| Reengus* | ... 9 11 | 9 11 | 9 11 | 9 11 | 9 9 | 9 11 | 9 11 | " Agra East Bank and Jaipur |
| Rewari* | ... 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 9 | 9 9 | " Ghaziabad and Delhi Serai Rohilla. |
| Ratlam | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | " Agra Cant. and Bayana. |
| Sabarmati † | ... 12 0 | 12 2 | 12 0 | 12 0 | 12 0 | 12 2 | 12 2 | " " |
| Sachin | ... 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 9 | 11 9 | " Naini and Amalner. |

* A transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transhipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only, but do not include the transhipment charge which must be levied in addition, wherever due.

† Sabarmati (B. G.) is open for Loco. coal for the BB&CI Railway and consignments intended for Sabarmati Oil Mill Siding (B. G.).

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

B. B. & C. I. Ry.

| Stations | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route |
|--------------------|---------|----------------|-------------|--------|-------------|-----------|--------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Narnaul* | 8 12 | 8 12 | 9 7 | 9 7 | 9 9 | 9 9 | 9 5 | Via Ghaziabad & Delhi Serai Rohilla. |
| Naroda | 11 0 | 11 0 | 11 11 | 11 11 | 11 14 | 11 14 | 11 11 | " Agra East Bank. |
| Nasirabad* | 9 0 | 9 0 | 9 11 | 9 14 | 10 0 | 10 0 | 9 11 | " " |
| Navli ... | 10 11 | 10 11 | 11 7 | 11 7 | 11 9 | 11 9 | 11 7 | " Agra Cant. & Bayana. |
| Navapur | 10 5 | 10 5 | 11 0 | 11 0 | 10 14 | 10 14 | 11 0 | " Naini & Amalner. |
| Navsari | 10 14 | 10 14 | 11 9 | 11 9 | 11 7 | 11 4 | 11 9 | " " |
| Nawal* | 8 9 | 8 9 | 9 2 | 9 5 | 9 7 | 9 7 | 9 2 | " Agra East Bank. |
| Neemuch* | 10 0 | 10 0 | 10 11 | 10 11 | 11 0 | 10 14 | 10 11 | " " |
| Nimbahera* | 9 14 | 9 14 | 10 9 | 10 11 | 10 14 | 10 11 | 10 9 | " " |
| Nim-ka thana* | 8 14 | 8 14 | 9 7 | 9 9 | 9 11 | 9 11 | 9 7 | " Agra East Bank & Jaipur. |
| Nindhar Benar* | 8 7 | 8 7 | 9 2 | 9 2 | 9 5 | 9 5 | 9 0 | " " |
| Nizampur* | 8 12 | 8 12 | 9 7 | 9 9 | 9 11 | 9 9 | 9 7 | " Ghaziabad & Delhi Serai Rohilla. |
| Padse ... | 9 11 | 9 11 | 10 7 | 10 7 | 10 5 | 10 2 | 10 7 | " Naini & Amalner. |
| Palam* | 8 3 | 8 3 | 8 14 | 8 14 | 9 2 | 9 0 | 8 14 | " Ghaziabad & Delhi Serai Rohilla. |
| Palanpur* | 10 9 | 10 9 | 11 2 | 11 4 | 11 7 | 11 7 | 11 2 | " Agra East Bank. |
| Via Palanpur*§ | 10 5 | 10 5 | 10 14 | 11 0 | 11 3 | 11 3 | 10 14 | " " |
| Palej ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 11 | 11 9 | 11 9 | " Agra Cant. & Bayana. |
| Palghar | 11 9 | 11 9 | 12 2 | 12 4 | 12 0 | 12 0 | 12 4 | " Naini & Amalner. |
| Palia* ... | 9 5 | 9 5 | 10 0 | 10 0 | 10 2 | 10 2 | 10 0 | " Agra East Bank. |
| Panoli ... | 11 0 | 11 0 | 11 9 | 11 11 | 11 7 | 11 7 | 11 9 | " Naini, Amalner & Udhna. |
| Pardi ... | 11 2 | 11 2 | 11 11 | 11 14 | 11 9 | 11 9 | 11 11 | " " |
| Patiali-on-Ganges* | 7 0 | 7 3 | 7 12 | 7 14 | 8 0 | 8 0 | 7 12 | " Cawnpore Central Goods Shed. |
| Patri ... | 11 4 | 11 4 | 12 0 | 12 0 | 12 2 | 12 2 | 12 0 | " Agra Cant. & Bayana. |
| Phulera* | 8 9 | 8 9 | 9 5 | 9 5 | 9 9 | 9 7 | 9 5 | " Agra East Bank. |
| Pilol ... | 10 9 | 10 9 | 11 4 | 11 4 | 11 9 | 11 7 | 11 4 | " Agra Cant. and Bayana. |
| Piplia* | 10 0 | 10 0 | 10 11 | 10 11 | 10 14 | 10 14 | 10 9 | " Agra East Bank. |
| Piplod | 10 2 | 10 2 | 10 14 | 11 0 | 11 2 | 11 0 | 10 14 | " Agra Cant. & Bayana. |
| Rajgarh* | 8 0 | 8 0 | 8 12 | 8 14 | 8 0 | 8 0 | 8 12 | " Agra East Bank. |
| Raman* | 9 9 | 9 9 | 10 2 | 10 5 | 10 7 | 10 7 | 10 2 | " Ghaziabad and Delhi Serai Rohilla. |
| Ranala | 10 0 | 10 0 | 10 9 | 10 11 | 10 7 | 10 7 | 10 11 | " Naini & Amalner. |
| Ranoli | 10 11 | 10 11 | 11 7 | 11 7 | 11 9 | 11 9 | 11 7 | " Agra Cant. & Bayana. |
| Rao* ... | 9 5 | 9 5 | 10 0 | 10 2 | 10 5 | 10 2 | 10 5 | " Naini and Khandwa. |
| Raoti ... | 9 9 | 9 9 | 10 5 | 10 7 | 10 9 | 10 7 | 10 5 | " Agra Cant. & Bayana. |
| Rati-ka-Naglia* | 7 7 | 7 7 | 8 3 | 8 3 | 8 5 | 8 5 | 8 3 | " Cawnpore Central Goods Shed. |
| Rawatpur* | 6 7 | 6 7 | 6 14 | 7 0 | 7 3 | 7 0 | 6 14 | " " |
| Raya* ... | 7 9 | 7 9 | 8 3 | 8 5 | 8 7 | 8 7 | 8 3 | " Hathras Jn. |
| Reengus* | 8 9 | 8 9 | 9 5 | 9 7 | 9 9 | 9 7 | 9 5 | " Agra East Bank & Jalpur. |
| Rewari* | 8 7 | 8 7 | 9 2 | 9 2 | 9 7 | 9 5 | 9 2 | " Ghaziabad & Delhi Serai Rohilla. |
| Ratlam | 9 7 | 9 7 | 10 2 | 10 5 | 10 7 | 10 7 | 10 2 | " Agra Cant. & Bayana. |
| Sabarmati† | 11 0 | 11 0 | 11 11 | 11 11 | 11 14 | 11 14 | 11 11 | " " |
| Sachin | 10 14 | 10 14 | 11 7 | 11 9 | 11 4 | 11 4 | 11 7 | " Naini & Amalner. |

* A transhipment charge of Re. 0-4-0 per ton must be levied in addition to these rates. This transhipment charge is not levied on BB&CI Railway Loco. coal.

† Sabarmati (B. G.) is open for Loco. coal for the BB&CI Railway and consignments intended for Sabarmati Oil Mill Siding (B. G.).

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only, but do not include the transhipment charge which must be levied in addition, wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

| Stations | Ondal | Ukhra | Pandaveswar | Samla No. 4 | Darulah Siding | Palasthali | Panchra | Route |
|-----------------------------------------------------------------------|--------|--------|-------------|-------------|----------------|------------|---------|------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sahawar Town* ... | 8 5 | 8 5 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | Via Cawnpore Central Goods Shed. |
| Samlaya ... | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 11 | " Agra Cant. & Bayana. |
| Via Samlaya§ ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | 11 7 | " " |
| Sanand ... | 12 2 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 4 | " " |
| Sanawad* ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | 10 5 | 10 5 | " Naini & Khandwa. |
| Sanderao* ... | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | " Agra East Bank. |
| Sanganer* ... | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | " " |
| Saphala ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | 12 7 | " Naini & Amalner. |
| Sareri* ... | 10 7 | 10 9 | 10 2 | 10 9 | 10 9 | 10 11 | 10 9 | " Agra East Bank. |
| Satrod* ... | 10 2 | 10 2 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | " Ghaziabad & Delhi Serai Rohilla. |
| Sayan ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | " Naini & Amalner. |
| Sevalia ... | 11 9 | 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | " Agra Cant. & Bayana. |
| Shamgarh ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | " " |
| Sikandra Rao* ... | 8 7 | 8 9 | 8 9 | 8 9 | 8 9 | 8 12 | 8 9 | " Cawnpore Central Goods Shed. |
| Sindkheda ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | " Naini & Amalner. |
| Sirsa ... | 10 9 | 10 9 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | " Ghaziabad & Delhi Serai Rohilla. |
| Siwai Madhopur ... | 9 7 | 9 7 | 9 9 | 9 9 | 9 9 | 9 9 | 9 9 | " Agra Cant. and Bayana. |
| Sojat Road* ... | 10 9 | 10 9 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | " Agra East Bank. |
| Sri Madhopur* ... | 9 11 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 9 14 | " Agra East Bank & Jalpur. |
| Sikar* ... | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | " " |
| Sunth Road ... | 11 4 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | " Agra Cant. & Bayana. |
| Surat ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | " Naini & Amalner. |
| Thasra ... | 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 11 | " Agra Cant. & Bayana. |
| Timba Road ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 11 | 11 11 | " " |
| Via Timba Road§ ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 7 | 11 7 | 11 7 | " " |
| Tuwa ... | 11 7 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 9 | " " |
| Udaigarh ... | 10 14 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | " " |
| Ugrawas* ... | 9 9 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | 9 11 | " Agra East Bank. |
| Umreth ... | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | 11 14 | 11 14 | " Agra Cant. & Bayana. |
| Unhal ... | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | " " |
| Utri Pura* ... | 7 7 | 7 9 | 7 9 | 7 9 | 7 9 | 7 12 | 7 9 | " Cawnpore Central Goods Shed. |
| Vasad ... | 11 14 | 11 14 | 12 0 | 12 0 | 12 0 | 12 2 | 12 0 | " Agra Cant. & Bayana. |
| Viramgam ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | 12 7 | 12 7 | " " |
| Via Viramgam§ ... | 12 0 | 12 0 | 12 0 | 12 0 | 12 3 | 12 3 | 12 3 | " " |
| Virar ... | 12 4 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 7 | " Naini, Amalner & Udhnr. |
| Via Vishvamitri§ ... | 11 7 | 11 10 | 11 10 | 11 10 | 11 10 | 11 12 | 11 10 | " Agra Cant. & Bayana. |
| Vyara ... | 11 2 | 11 4 | 11 4 | 11 4 | 11 4 | 11 7 | 11 4 | " Naini & Amalner. |
| Wadhwan* ... | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | " Agra East Bank. |
| Via Wadhwan* (for traffic to stations on the Kathiawar Rys.) (a)§ ... | 12 5 | 12 5 | 12 5 | 12 5 | 12 5 | 12 7 | 12 5 | " " |

(a) Kathiawar Rys.—Bhavnagar State Ry., Jamnagar and Dwarka Ry., Junagad State Ry., Gonda Ry., Porbandar State Ry., and Morvi Ry.

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB & CI Railway Loco. Coal.

§ These rates include the EI Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

| Stations | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|-----------------------------------------------------------------------|----------|--------------------------------------------|---------------|-----------|---------|--------|---------------|------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sahawar Town* ... | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 3 | 8 5 | Via Cawnpore Central Goods Shed. |
| Samliya ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | „ Agra Cant. & Bayana. |
| Via Samliya§ ... | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | 11 5 | „ „ |
| Sanand ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | „ „ |
| Sanawad* ... | 10 5 | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | „ Naini & Khandwa. |
| Sanderao* ... | 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | „ Agra East Bank. |
| Sanganer* ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | „ „ |
| Saphala ... | 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | 12 2 | 12 7 | „ Naini & Amalner. |
| Sarer* ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 7 | 10 7 | „ Agra East Bank. |
| Satrod* ... | 10 2 | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | 10 2 | „ Ghaziabad & Delhi Seral Rohilla. |
| Sayan ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 11 | „ Naini & Amalner. |
| Sevalla ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | „ Agra Cant. & Bayana. |
| Shamgarh ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | „ „ |
| Sikandra Rao* ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | „ Cawnpore Central Goods Shed. |
| Sindkheda ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 11 | „ Naini & Amalner. |
| Sirsa ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | „ Ghaziabad & Delhi seral Rohilla. |
| Siwai Madhopur ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 5 | 9 7 | „ Agra Cant. and Bayana. |
| Sojat Road* ... | 10 9 | 10 9 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | „ Agra East Bank. |
| Sri Madhopur* ... | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | „ Agra East Bank & Jaipur. |
| Sikar* ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | „ „ |
| Sunth Road ... | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | „ Agra Cant. & Bayana. |
| Surat ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | 11 9 | „ Naini & Amalner. |
| Thasra ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | „ Agra Cant. & Bayana. |
| Timba Road ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | „ „ |
| Via Timba Road§ ... | 11 5 | 11 5 | 11 3 | 11 3 | 11 3 | 11 3 | 11 3 | „ „ |
| Tuwa ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | „ „ |
| Udaigarh ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | „ Agra Cant. and Bayana. |
| Ugrawas* ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 7 | 9 9 | „ Agra East Bank. |
| Umreth ... | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | „ Agra Cant. & Bayana. |
| Unhal ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | „ „ |
| Utri Pura* ... | 7 7 | 7 7 | 7 7 | 7 7 | 7 5 | 7 5 | 7 7 | „ Cawnpore Central Goods Shed. |
| Vasad ... | 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | 11 11 | 11 14 | „ Agra Cant. & Bayana. |
| Viramgam ... | 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | 12 2 | 12 2 | „ „ |
| Via Viramgam§ ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 11 14 | 11 14 | „ „ |
| Virar ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 2 | 12 4 | 12 9 | „ Naini, Amalner & Udhna |
| Via Vishvamitri§ ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | „ Agra Cant. & Bayana. |
| Vyara ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 7 | „ Naini & Amalner. |
| Wadhwan* ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | „ Agra East Bank. |
| Via Wadhwan* (for traffic to stations on the Kathiawar Rys.) (a)§ ... | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | „ „ |

(a) Kathiawar Rys.—Bhavnagar State Ry., Jamnagar and Dwarka Ry., Junagad State Ry., Gondal Ry., Porbandar State Ry., and Morvi Ry.

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Ry. Loco. coal.

§ These rates include the El Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transshipment charge which must be levied in addition, wherever due.

Note.—These rates include the El Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

| Stations | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|------------------------------------------------------------------|----------|------------|---------|--------|---------|--------|------------|------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sahawar Town* ... | 8 5 | 8 3 | 8 3 | 8 3 | 8 3 | 8 0 | 8 0 | Via Cawnpore Central Goods Shed. |
| Samlaya ... | 11 9 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " Agra Cant. & Bayana. |
| Via Samlaya§ ... | 11 5 | 11 3 | 11 5 | 11 3 | 11 3 | 11 3 | 11 3 | " " |
| Sanand ... | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | 12 0 | " " |
| Sanawad* ... | 10 2 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " Naini & Khandwa. |
| Sanderao* ... | 11 0 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | " Agra East Bank. |
| Sanganer* ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 2 | 9 2 | " " " |
| Saphala ... | 12 7 | 12 2 | 12 4 | 12 2 | 12 4 | 12 4 | 12 4 | " Naini & Amalner. |
| Sareri* ... | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " Agra East Bank. |
| Satrod* ... | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | 9 14 | 10 0 | " Ghaziabad & Delhi Serai Rohilla. |
| Sayan ... | 11 11 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " Naini & Amalner. |
| Sevalia ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | " Agra Cant. & Bayana. |
| Shamgarh ... | 10 7 | 10 5 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " " |
| Sikandra Rao* ... | 8 7 | 8 5 | 8 7 | 8 5 | 8 5 | 8 5 | 8 5 | " Cawnpore Central Goods Shed. |
| Sindkheda ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " Naini & Amalner. |
| Sirsa ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | " Ghaziabad & Delhi Serai Rohilla. |
| Siwal Madhopur ... | 9 7 | 9 5 | 9 5 | 9 5 | 9 5 | 9 2 | 9 2 | " Agra Cant. and Bayana. |
| Solat Road* ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " Agra East Bank. |
| Sri Madhopur* ... | 9 11 | 9 9 | 9 11 | 9 9 | 9 9 | 9 9 | 9 9 | " Agra East Bank & Jaipur. |
| Sikar* ... | 9 9 | 9 11 | 9 14 | 9 11 | 9 11 | 9 11 | 9 11 | " " |
| Sunth Road ... | 11 4* | 11 2 | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | " Agra Cant. and Bayana. |
| Surat ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " Naini & Amalner. |
| Thasra ... | 11 7 | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | " Agra Cant. & Bayana. |
| Timba Road ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | 11 4 | " " |
| Via Timba Road§ ... | 11 5 | 11 3 | 11 3 | 11 3 | 11 0 | 11 0 | 11 0 | " " |
| Tuwa ... | 11 7 | 11 4 | 11 7 | 11 4 | 11 4 | 11 4 | 11 4 | " Agra Cant. & Bayana. |
| Udalgarh ... | 10 14 | 10 11 | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | " " |
| Ugrawas* ... | 9 9 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | 9 7 | " Agra East Bank. |
| Umreth ... | 11 11 | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | " Agra Cant. & Bayana. |
| Unhal ... | 10 5 | 10 2 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | " " |
| Utrl Pura* ... | 7 7 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | 7 5 | " Cawnpore Central Goods Shed. |
| Vasad ... | 11 14 | 11 11 | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | " Agra Cant. & Bayana. |
| Viramgam ... | 12 4 | 12 2 | 12 2 | 12 2 | 12 0 | 12 0 | 12 0 | " " |
| Via Viramgam§ ... | 12 0 | 11 14 | 11 14 | 11 14 | 11 12 | 11 12 | 11 12 | " " |
| Virar ... | 12 7 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | " Naini, Amalner & Udhna. |
| Via Vishvamitri§ ... | 11 7 | 11 5 | 11 7 | 11 5 | 11 5 | 11 5 | 11 5 | " Agra Cant. & Bayana. |
| Vyara ... | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | " Naini & Amalner. |
| Wadhwan* ... | 12 7 | 12 4 | 12 7 | 12 4 | 12 4 | 12 4 | 12 4 | " Agra East Bank. |
| Via Wadhwan* for traffic to stations on the Kathiawar Rys.) (a)§ | 12 3 | 12 0 | 12 3 | 12 0 | 12 0 | 12 0 | 12 0 | " " |

(a) Kathiawar Rys.—Bhavnagar State Ry., Jamnagar and Dwarka Ry., Junagad State Ry., Gondal Ry., Porbandar State Ry., and Morvi Ry.

* A transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transhipment charge is not levied on BB&CI Ry. Loco. Coal.

§ These rates include the EI Ry. terminal charge of Re. 0-4-0 per ton only, but do not include the transhipment charge which must be levied in addition, wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under "N.B." at page 755.

B. B. & C. I. Ry.

| Stations | Kaloobathan | Dhanbad | Kusunda, Jheriah, Patwardhi & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-------------------------------------------------------------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|--------|------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sahawar Town* ... | 8 0 | 8 0 | 8 0 | 8 5 | 8 5 | 8 5 | 8 5 | Via Cawnpore Central Goods Shed. |
| Samlaya ... | 11 7 | 11 4 | 11 4 | 11 11 | 11 11 | 11 11 | 11 11 | „ Agra Cant. & Bayana. |
| Via Samlaya§ ... | 11 3 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | „ „ |
| Sanand ... | 12 0 | 11 14 | 11 14 | 12 4 | 12 4 | 12 4 | 12 4 | „ „ |
| Sanawad* ... | 9 14 | 9 11 | 9 11 | 10 2 | 10 2 | 10 2 | 10 2 | „ Naini & Khandwa. |
| Sanderao* ... | 10 11 | 10 9 | 10 11 | 11 2 | 11 2 | 11 2 | 11 0 | „ Agra East Bank. |
| Sanganer* ... | 9 2 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | „ „ |
| Saphala ... | 12 4 | 12 4 | 12 2 | 12 11 | 12 11 | 12 11 | 12 4 | „ Naini & Amalner. |
| Sareri* ... | 10 2 | 10 2 | 10 2 | 10 9 | 10 9 | 10 9 | 10 7 | „ Agra East Bank. |
| Satrod* ... | 9 14 | 9 11 | 9 14 | 10 2 | 10 2 | 10 5 | 10 2 | „ Ghaziabad & Delhi Serai Rohilla. |
| Sayan ... | 11 9 | 11 11 | 11 7 | 12 0 | 12 0 | 12 0 | 11 9 | „ Naini & Amalner. |
| Sevalia ... | 11 4 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | „ Agra Cant. & Bayana. |
| Shamgarh ... | 10 5 | 10 2 | 10 2 | 10 9 | 10 9 | 10 9 | 10 9 | „ „ |
| Sikandra Rao* ... | 8 5 | 8 3 | 8 3 | 8 9 | 8 9 | 8 9 | 8 9 | „ Cawnpore Central Goods Shed. |
| Sindkheda ... | 10 9 | 10 9 | 10 7 | 10 14 | 10 14 | 11 0 | 10 9 | „ Naini & Amalner. |
| Sirsa*... .. | 10 5 | 10 2 | 10 5 | 10 9 | 10 9 | 10 11 | 10 9 | „ Ghaziabad & Delhi Serai Rohilla. |
| Siwal Madhopur* ... | 9 2 | 9 0 | 9 0 | 9 7 | 9 7 | 9 7 | 9 7 | „ Agra Cant. and Bayana. |
| Sojat Road* ... | 10 5 | 10 2 | 10 5 | 10 11 | 10 11 | 10 11 | 10 9 | „ Agra East Bank. |
| Sri Madhepur* ... | 9 9 | 9 7 | 9 7 | 9 14 | 9 14 | 9 14 | 9 11 | „ Agra East Bank & Jaipur. |
| Sikar* ... | 9 11 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | „ „ |
| Sunth Road ... | 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | „ Agra Cant. and Bayana. |
| Surat ... | 11 7 | 11 9 | 11 4 | 11 14 | 11 14 | 11 14 | 11 9 | „ Naini & Amalner. |
| Thasra ... | 11 4 | 11 4 | 11 4 | 11 11 | 11 11 | 11 11 | 11 9 | „ Agra Cant. & Bayana. |
| Timba Road ... | 11 4 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | „ „ |
| Via Timba Road§ ... | 11 0 | 10 14 | 10 14 | 11 5 | 11 5 | 11 5 | 11 5 | „ „ |
| Tuwa ... | 11 4 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | „ Agra Cant. & Bayana. |
| Udalgarh ... | 10 11 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | „ „ |
| Ugrawas* ... | 9 5 | 9 5 | 9 5 | 9 11 | 9 11 | 9 11 | 9 9 | „ Agra East Bank. |
| Umreth ... | 11 7 | 11 4 | 11 4 | 11 11 | 11 11 | 11 11 | 11 11 | „ Agra Cant. & Bayana. |
| Unhal ... | 10 2 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | „ „ |
| Utri Pura* ... | 7 3 | 7 3 | 7 3 | 7 9 | 7 9 | 7 9 | 7 7 | „ Cawnpore Central Goods Shed. |
| Vasad ... | 11 9 | 11 7 | 11 9 | 11 14 | 11 14 | 12 0 | 11 14 | „ Agra Cant. & Bayana. |
| Viramgam ... | 12 0 | 11 14 | 11 14 | 12 4 | 12 4 | 12 4 | 12 4 | „ „ |
| Via Viramgam§ ... | 11 12 | 11 10 | 11 10 | 12 0 | 12 0 | 12 0 | 12 0 | „ „ |
| Virar ... | 12 7 | 12 7 | 12 2 | 12 11 | 12 11 | 12 11 | 12 7 | „ Naini, Amalner & Udhna. |
| Via Vishvamitri§ ... | 11 5 | 11 3 | 11 3 | 11 10 | 11 10 | 11 10 | 11 10 | „ Agra Cant. & Bayana. |
| Vyara ... | 11 4 | 11 4 | 11 0 | 11 9 | 11 9 | 11 9 | 11 4 | „ Naini & Amalner. |
| Wadhwan* ... | 12 4 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 9 | „ Agra East Bank. |
| Via Wadhwan* (for traffic to stations on the Kathiawar Rys.) (a)§ | 12 0 | 11 14 | 11 14 | 12 5 | 12 5 | 12 5 | 12 5 | „ „ |

(a) Kathiawar Rys.—Bhavnagar State Ry., Jamnagar and Dwarka Ry., Junagad State Ry., Gondal Ry., Porbandar State Ry. and Morvi Ry.

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the EI Railway terminal charge of As. 4 per ton only, but do not include the transshipment charge which must be levied in addition wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under “N. B.” at page 755.

| Station | Toposi | Singar | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-------------------------------------------------------------------|--------|--------|--------|---------|----------|----------|-----------|--------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sahawar Town* ... | 8 5 | 8 5 | 8 5 | 8 3 | 8 3 | 8 5 | 8 5 | Via Cawnpore Central Goods Shed. |
| Samlaya ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 11 | „ Agra Cant. and Bayana. |
| Via Samlaya§ ... | 11 5 | 11 5 | 11 5 | 11 7 | 11 5 | 11 7 | 11 7 | „ „ |
| Sanand ... | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 2 | 12 4 | „ „ |
| Sanawad* ... | 10 2 | 10 2 | 10 0 | 10 0 | 10 0 | 10 2 | 10 2 | „ Naini and Khandwa. |
| Sanderao* ... | 11 0 | 11 0 | 11 0 | 11 0 | 10 14 | 11 0 | 11 2 | „ Agra East Bank. |
| Sanganer* ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 7 | 9 7 | „ „ |
| Saphala ... | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 4 | 12 7 | „ Naini and Amalner. |
| Sarerl* ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | „ Agra East Bank. |
| Satrod* ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 2 | 10 2 | „ Ghaziabad and Delhi Serai Rohilla. |
| Sayan ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | 11 11 | „ Naini and Amalner. |
| Sevalia ... | 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 9 | 11 9 | „ Agra Cant. and Bayana. |
| Shamgarh ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | „ „ |
| Sikandra Rao* ... | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 9 | „ Cawnpore Central Goods Shed. |
| Sindkheda ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 9 | „ Naini and Amalner. |
| Sirsa* ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 9 | „ Ghaziabad and Delhi Serai Rohilla. |
| Siwai Madhopur ... | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | 9 7 | 9 7 | „ Agra Cant. and Bayana. |
| Sojat Road* ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 11 | „ Agra East Bank. |
| Sri Madhopur* ... | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 11 | 9 14 | „ Agra East Bank and Jaipur. |
| Sikar* ... | 9 14 | 9 14 | 9 14 | 9 14 | 9 14 | 10 0 | 10 0 | „ „ |
| Sunth Road ... | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | 11 7 | „ Agra Cant. and Bayana. |
| Surat ... | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | „ Naini and Amalner. |
| Thasra ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | „ Agra Cant. and Bayana. |
| Timba Road ... | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | „ „ |
| Via Timba Road§ ... | 11 5 | 11 5 | 11 3 | 11 3 | 11 3 | 11 5 | 11 5 | „ „ |
| Tuwa ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 9 | „ Agra Cant. and Bayana. |
| Udaigarh ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | „ „ |
| Ugrawas* ... | 9 9 | 9 9 | 9 9 | 9 9 | 9 7 | 9 9 | 9 11 | „ Agra East Bank. |
| Umreth ... | 11 11 | 11 11 | 11 11 | 11 9 | 11 9 | 11 11 | 11 11 | „ Agra Cant. and Bayana. |
| Unhal ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | „ „ |
| Utri Pura* ... | 7 7 | 7* 7 | 7 7 | 7 7 | 7 5 | 7 7 | 7 9 | „ Cawnpore Central Goods Shed. |
| Vasad ... | 11 14 | 11 14 | 11 14 | 11 11 | 11 11 | 11 14 | 11 14 | „ Agra Cant. and Bayana. |
| Viramgam ... | 12 4 | 12 4 | 12 4 | 12 2 | 12 2 | 12 4 | 12 4 | „ „ |
| Via Viramgam§ ... | 12 0 | 12 0 | 12 0 | 11 14 | 11 14 | 12 0 | 12 0 | „ „ |
| Virar ... | 12 7 | 12 7 | 12 7 | 12 4 | 12 4 | 12 7 | 12 7 | „ Naini, Amalner and Udhna. |
| Via Vishvamitri§ ... | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 10 | „ Agra Cant. and Bayana. |
| Vyara ... | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 4 | 11 4 | „ Naini and Amalner. |
| Wadhwan* ... | 12 7 | 12 7 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | „ Agra East Bank. |
| Via Wadhwan* (for traffic to stations on the Kathiawar Rys.) (a)§ | 12 3 | 12 3 | 12 3 | 12 3 | 12 3 | 12 5 | 12 5 | „ Agra East Bank. |

(a) Kathiawar Rys.—Bhavnagar State Ry., Jamnagar and Dwarka Ry., Junagad State Ry., Gondal Ry., Porbandar State Ry. and Morvi Ry.

* A transshipment charge of Re. 0-4-0 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the EI Railway terminal charge of Re. 0-4-0 per ton only but do not include the transshipment charge which must be levied in addition wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 755.

B. B. & C. I. Ry.

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkakana | Ray | Route |
|------------------------------------------------------------------|---------|----------------|-------------|--------|-------------|-----------|--------|------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Sahawar Town* ... | 7 3 | 7 3 | 7 14 | 7 14 | 8 3 | 8 0 | 7 14 | Via Cawnpore Central Goods Shed. |
| Samlaya ... | 10 9 | 10 9 | 11 4 | 11 4 | 11 7 | 11 7 | 11 2 | " Agra Cant. & Bayana. |
| Via Samlaya§ ... | 10 5 | 10 5 | 11 0 | 11 0 | 11 3 | 11 3 | 10 14 | " " |
| Sanand ... | 11 0 | 11 2 | 11 11 | 11 14 | 12 0 | 12 0 | 11 11 | " " |
| Sanawad* ... | 9 0 | 9 0 | 9 11 | 9 11 | 9 14 | 9 14 | 9 11 | " Naini & Khandwa. |
| Sanderao* ... | 9 14 | 9 14 | 10 9 | 10 11 | 10 14 | 10 11 | 10 9 | " Agra East Bank. |
| Sanganer* ... | 8 5 | 8 5 | 9 0 | 9 0 | 9 5 | 9 2 | 9 0 | " " |
| Saphala ... | 11 9 | 11 9 | 12 4 | 12 4 | 12 2 | 12 0 | 12 4 | " Naini & Amalner. |
| Sareri* ... | 9 5 | 9 5 | 10 0 | 10 2 | 10 5 | 10 5 | 10 0 | " Agra East Bank. |
| Satrod* ... | 9 0 | 9 0 | 9 11 | 9 14 | 10 0 | 9 14 | 9 11 | " Ghaziabad & Delhi Seral Rohilla. |
| Sayan ... | 10 14 | 10 14 | 11 9 | 11 9 | 11 7 | 11 4 | 11 9 | " Naini & Amalner. |
| Sevalia ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 7 | 11 4 | 11 2 | " Agra Cant. & Bayana. |
| Shamgarh ... | 9 7 | 9 7 | 10 0 | 10 2 | 10 5 | 10 5 | 10 0 | " " |
| Sikandra Rao* ... | 7 7 | 7 7 | 8 0 | 8 3 | 8 5 | 8 5 | 8 0 | " Cawnpore Central Goods Shed. |
| Sindkheda ... | 9 14 | 9 14 | 10 7 | 10 9 | 10 5 | 10 5 | 10 9 | " Naini & Amalner. |
| Sirsa* ... | 9 7 | 9 7 | 10 2 | 10 2 | 10 7 | 10 5 | 10 2 | " Ghaziabad Delhi & Seral Rohilla. |
| Siwal Madhopur ... | 8 5 | 8 5 | 9 0 | 9 0 | 9 5 | 9 2 | 9 0 | " Agra Cant. and Bayana. |
| Sojat Road* ... | 9 7 | 9 7 | 10 2 | 10 5 | 10 7 | 10 5 | 10 2 | " Agra East Bank. |
| Sri Madhopur* ... | 8 9 | 8 12 | 9 5 | 9 7 | 9 9 | 9 9 | 9 5 | " Agra East Bank & Jalpur. |
| Sikar* ... | 8 14 | 8 14 | 9 9 | 9 9 | 9 11 | 9 11 | 9 7 | " " |
| Sunth Road ... | 10 2 | 10 5 | 10 14 | 11 0 | 11 2 | 11 2 | 10 14 | " Agra Cant. and Bayana. |
| Surat ... | 10 11 | 10 14 | 11 7 | 11 7 | 11 9 | 11 4 | 11 7 | " Naini & Amalner. |
| Thasra ... | 10 7 | 10 9 | 11 2 | 11 4 | 11 7 | 11 7 | 11 2 | " Agra Cant. & Bayana. |
| Timba Road ... | 10 7 | 10 7 | 11 2 | 11 2 | 11 4 | 11 4 | 11 2 | " " |
| Via Timba Road§ ... | 10 3 | 10 3 | 10 14 | 10 14 | 11 0 | 11 0 | 10 14 | " " |
| Tuwa ... | 10 7 | 10 7 | 11 0 | 11 2 | 11 4 | 11 4 | 11 0 | " Agra Cant. & Bayana. |
| Udaigarh ... | 9 14 | 9 14 | 10 7 | 10 9 | 10 11 | 10 11 | 10 7 | " " |
| Ugrawas* ... | 8 7 | 8 7 | 9 2 | 9 5 | 9 7 | 9 7 | 9 2 | " Agra East Bank. |
| Umreth ... | 10 9 | 10 9 | 11 4 | 11 4 | 11 7 | 11 7 | 11 4 | " Agra Cant. & Bayana. |
| Unhal ... | 9 2 | 9 5 | 9 14 | 10 0 | 10 2 | 10 2 | 9 14 | " " |
| Utri Pura* ... | 6 7 | 6 7 | 7 0 | 7 3 | 7 5 | 7 5 | 7 0 | " Cawnpore Central Goods Shed. |
| Vasad ... | 10 11 | 10 11 | 11 7 | 11 7 | 11 11 | 11 9 | 11 7 | " Agra Cant. & Bayana. |
| Viramgam ... | 11 2 | 11 2 | 11 14 | 11 14 | 12 0 | 12 0 | 11 14 | " " |
| Via Viramgam§ ... | 10 14 | 10 14 | 11 10 | 11 10 | 11 12 | 11 12 | 11 10 | " " |
| Virar ... | 11 11 | 11 11 | 12 4 | 12 7 | 12 2 | 12 2 | 12 4 | " Naini, Amalner & Udhna. |
| Via Vishvamitri§ ... | 10 5 | 10 7 | 11 0 | 11 3 | 11 5 | 11 5 | 11 0 | " Agra Cant. & Bayana. |
| Vyara ... | 10 9 | 10 9 | 11 2 | 11 4 | 11 0 | 11 0 | 11 2 | " Naini & Amalner. |
| Wadhwan* ... | 11 7 | 11 7 | 12 2 | 12 2 | 12 4 | 12 4 | 12 0 | " Agra East Bank. |
| Via Wadhwan* for traffic to stations on the Kathiawar Rys.) (a)§ | 11 3 | 11 3 | 11 14 | 11 14 | 12 0 | 12 0 | 11 12 | " " |

(a) Kathiawar Rys., Bhavnagar State Ry., Jamnagar and Dwarka Ry., Junagad State Ry., Gondal Ry., Porbandar State Ry. and Morvi Ry.

* A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates. This transshipment charge is not levied on BB&CI Railway Loco. coal.

§ These rates include the EI Railway terminal charge of As. 4 per ton only, but do not include the transshipment charge which must be levied in addition wherever due.

Note.—These rates include the EI Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

B. B. & C. I. Ry.

Table of through rates per ton for public coal, coke and patent fuel in full wagon loads at owner's risk, from the undermentioned E. I. Ry. Colliery stations to Delhi Cant. (via Ghaziabad and Delhi Ballast siding)—(Contd.)

| Station | Ondal | Ukhra | Pandaveswar | Palasthali | Panchra | Samia No. 4 | Raniganj | Raniganj Siding (Bengal Coal Co.) | Route |
|-----------------------|--------|--------|-------------|------------|---------|-------------|----------|-----------------------------------|-------------------------------------------|
| Delhi Cant.— | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| E. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | } Via Ghaziabad and Delhi Ballast Siding. |
| N. W. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| B. B. & C. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Total rate per ton | 9 5 | 9 5 | 9 5 | 9 7 | 9 7 | 9 7 | 9 5 | 9 5 | |

| Station | Raniganj Ghat | Mouldanga Siding (Bengal Coal Co.) | Kalipahari | Asansol | Dhadka | Jainti Siding | Karmatar | Sitarampur | Route |
|-----------------------|---------------|------------------------------------|------------|---------|--------|---------------|----------|------------|-------------------------------------------|
| Delhi Cant.— | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| E. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | } Via Ghaziabad and Delhi Ballast Siding. |
| N. W. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| B. B. & C. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Total rate per ton | 9 5 | 9 5 | 9 2 | 9 2 | 9 2 | 9 2 | 9 5 | 9 2 | |

| Station | Shamdih | Kulti | Barakar | Mugma | Mugma West | Kaloobathan | Dhanbad | Kusunda | Route |
|-----------------------|---------|--------|---------|--------|------------|-------------|---------|---------|-------------------------------------------|
| Delhi Cant.— | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| E. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | } Via Ghaziabad and Delhi Ballast Siding. |
| N. W. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| B. B. & C. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Total rate per ton | 9 2 | 9 2 | 9 2 | 9 0 | 9 0 | 9 0 | 8 14 | 8 14 | |

Note.—These rates include the E.I. Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

B. B. & C. I. Ry.

| Station | Jheriah | Pathardihi | Katrasgarh | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Toposi | Route |
|-----------------------|---------|------------|------------|----------|-------------|----------------|--------|--------|-------------------------------------------|
| Delhi Cant.— | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| E. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | } Via Ghaziabad and Delhi Ballast Siding. |
| N. W. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| B. B. & C. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Total rate per ton | 8 14 | 8 14 | 8 14 | 9 5 | 9 5 | 9 5 | 9 5 | 9 5 | |

| Station | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Rajhara | Route |
|-----------------------|----------|--------|---------|----------|----------|-----------|---------|-------------------------------------------|
| Delhi Cant.— | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| E. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | } Via Ghaziabad and Delhi Ballast Siding. |
| N. W. Ry. ... | ... | ... | ... | ... | ... | ... | ... | |
| B. B. & C. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | |
| Total rate per ton | 9 5 | 9 5 | 9 2 | 9 2 | 9 5 | 9 5 | 8 3 | |

| Station | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barkana | Bhurkunda Siding | Ray | Route |
|-----------------------|----------------|-------------|--------|-------------|---------|------------------|--------|-------------------------------------------|
| Delhi Cant.— | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| E. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | } Via Ghaziabad and Delhi Ballast Siding. |
| N. W. Ry. ... | ... | ... | ... | ... | ... | ... | ... | |
| B. B. & C. I. Ry. ... | ... | ... | ... | ... | ... | ... | ... | |
| Total rate per ton | 8 3 | 8 14 | 8 14 | 9 2 | 9 0 | 9 0 | 8 14 | |

Note.—These rates include the E.I. Railway terminal charge of Re. 0-4-0 per ton and the BB&CI Railway terminal charge of Re. 0-4-0 per ton where leviable.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 755.

B. B. & C. I. Ry.

Table of through rates per ton for coal, coke and patent fuel for the use of foreign railways in full wagon loads, at owner's risk, L., from the undermentioned E. I. Ry. colliery stations to Bhatinda via Ghaziabad and Delhi Serai Rohilla and Fazilka via Ghaziabad.

| From | | | | To Bhatinda (via Ghaziabad and Delhi Serai Rohilla) | | | | To Fazilka (via Ghaziabad) | |
|------------------|-----|-----|-----|--------------------------------------------------------|-----------|-----------|--------------------------|----------------------------------|-----------|
| | | | | Proportions | | | | | |
| | | | | EI | NW | BB&CI | Total rate per ton | Rate per ton. | |
| | | | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal | ... | ... | ... | 8 0 2 | 0 4 0 | 2 0 10 | 10 5 0 | 11 0 0 | 0 |
| Ukhra | ... | ... | ... | 8 1 11 | 0 4 0 | 1 15 1 | 10 5 0 | 11 0 0 | 0 |
| Pandaveswar | ... | ... | ... | 8 2 1 | 0 4 0 | 1 14 11 | 10 5 0 | 11 0 0 | 0 |
| Samla No. 4 | ... | ... | ... | 8 2 2 | 0 4 0 | 1 4 10 | 10 5 0 | 11 0 0 | 0 |
| Palasthali | ... | ... | ... | 8 4 5 | 0 4 0 | 1 14 7 | 10 7 0 | 11 3 0 | 0 |
| Panchra | ... | ... | ... | 8 2 4 | 0 4 0 | 2 0 8 | 10 7 0 | 11 0 0 | 0 |
| Raniganj | ... | ... | ... | 7 15 11 | 0 4 0 | 1 15 1 | 10 3 0 | 10 14 0 | 0 |
| Raniganj Siding | ... | ... | ... | 7 15 11 | 0 4 0 | 1 15 1 | 10 3 0 | 10 14 0 | 0 |
| Raniganj Ghat | ... | ... | ... | 8 0 0 | 0 4 0 | 1 15 0 | 10 3 0 | 10 14 0 | 0 |
| Mouldanga Siding | ... | ... | ... | 7 15 11 | 0 4 0 | 1 15 1 | 10 3 0 | 10 14 0 | 0 |
| Kalpahari | ... | ... | ... | 7 15 7 | 0 4 1 | 1 15 4 | 10 3 0 | 10 14 0 | 0 |
| Asansol | ... | ... | ... | 7 15 6 | 0 4 1 | 1 15 5 | 10 3 0 | 10 14 0 | 0 |
| Dhadka | ... | ... | ... | 7 15 7 | 0 4 1 | 1 15 4 | 10 3 0 | 10 14 0 | 0 |
| Jainti Siding | ... | ... | ... | 7 15 10 | 0 4 0 | 1 15 2 | 10 3 0 | 10 14 0 | 0 |
| Karmatar | ... | ... | ... | 8 0 1 | 0 4 0 | 2 0 11 | 10 5 0 | 10 14 0 | 0 |
| Sitarampur | ... | ... | ... | 7 13 0 | 0 4 0 | 2 2 0 | 10 3 0 | 10 12 0 | 0 |
| Shamdihi | ... | ... | ... | 7 15 6 | 0 4 1 | 1 15 5 | 10 3 0 | 10 14 0 | 0 |
| Kulti | ... | ... | ... | 7 12 11 | 0 4 0 | 2 0 1 | 10 1 0 | 10 12 0 | 0 |
| Barakar | ... | ... | ... | 7 12 10 | 0 4 1 | 2 0 1 | 10 1 0 | 10 12 0 | 0 |
| Mugma | ... | ... | ... | 7 12 7 | 0 4 1 | 2 0 4 | 10 1 0 | 10 12 0 | 0 |
| Mugma West | ... | ... | ... | ..... | ..... | ..... | ..... | 10 12 0 | 0 |
| Kaloobathan | ... | ... | ... | 7 10 11 | 0 4 0 | 2 2 1 | 10 1 0 | 10 12 0 | 0 |
| Dhanbad | ... | ... | ... | 7 10 3 | 0 4 1 | 1 15 8 | 9 14 0 | 10 10 0 | 0 |
| Kusunda | ... | ... | ... | 7 10 4 | 0 4 1 | 1 15 7 | 9 14 0 | 10 10 0 | 0 |
| Jherriah | ... | ... | ... | 7 10 5 | 0 4 1 | 1 15 6 | 9 14 0 | 10 10 0 | 0 |
| Patahardih | ... | ... | ... | 7 10 7 | 0 4 1 | 1 15 4 | 9 14 0 | 10 10 0 | 0 |
| Katrasgarh | ... | ... | ... | 7 10 7 | 0 4 1 | 1 15 4 | 9 14 0 | 10 10 0 | 0 |
| Serampur | ... | ... | ... | 8 2 0 | 0 4 0 | 1 15 0 | 10 5 0 | 11 0 0 | 0 |
| Kurhurbaree | ... | ... | ... | 8 2 0 | 0 4 0 | 1 15 0 | 10 5 0 | 11 0 0 | 0 |
| Domohani No. 2 | ... | ... | ... | 8 2 1 | 0 4 0 | 1 14 11 | 10 5 0 | 11 0 0 | 0 |
| Chara | ... | ... | ... | 8 0 3 | 0 4 0 | 2 0 9 | 10 5 0 | 11 0 0 | 0 |
| Toposi | ... | ... | ... | 8 0 0 | 0 4 0 | 1 15 0 | 10 3 0 | 10 14 0 | 0 |
| Singaran | ... | ... | ... | 8 0 1 | 0 4 0 | 2 0 11 | 10 5 0 | 10 14 0 | 0 |
| Ikrah | ... | ... | ... | 7 15 11 | 0 4 0 | 1 15 1 | 10 3 0 | 10 14 0 | 0 |
| Jamuria | ... | ... | ... | 7 15 9 | 0 4 1 | 1 15 2 | 10 3 0 | 10 14 0 | 0 |
| Barabani | ... | ... | ... | 7 15 7 | 0 4 1 | 1 15 4 | 10 3 0 | 10 14 0 | 0 |
| Churulla | ... | ... | ... | 8 0 2 | 0 4 0 | 2 0 10 | 10 5 0 | 11 0 0 | 0 |
| Gaurangdi | ... | ... | ... | 8 2 0 | 0 4 0 | 1 15 0 | 10 5 0 | 11 0 0 | 0 |
| Rajhara | ... | ... | ... | 6 11 3 | 0 4 2 | 2 3 7 | 9 3 0 | 9 14 0 | 0 |
| Rajhara Siding | ... | ... | ... | 6 13 6 | 0 4 3 | 2 1 3 | 9 3 0 | 9 14 0 | 0 |
| Chandrapura | ... | ... | ... | 7 8 5 | 0 4 1 | 2 1 6 | 9 14 0 | 10 10 0 | 0 |
| Bermo | ... | ... | ... | 7 10 4 | 0 4 1 | 1 15 7 | 9 14 0 | 10 10 0 | 0 |
| Ranchi Road | ... | ... | ... | 7 12 10 | 0 4 1 | 2 0 1 | 10 1 0 | 10 12 0 | 0 |
| Barkakana | ... | ... | ... | 7 12 7 | 0 4 1 | 2 0 4 | 10 1 0 | 10 12 0 | 0 |
| Bhurkunda Siding | ... | ... | ... | 7 11 5 | 0 4 1 | 2 1 6 | 10 1 0 | 10 12 0 | 0 |
| Ray | ... | ... | ... | 7 10 7 | 0 4 1 | 1 15 4 | 9 14 0 | 10 7 0 | 0 |

These rates include the EI Railway terminal charge of Re. 0-4-0 per ton.

The BB&CI Railway terminal charge is not leviable on Coal for the use of the BB&CI Railway.

N.B.—For surcharge leviable in addition, see notes (I) and (II) under "N.B." at page 755.

B. B. & C. I. Ry.

Table of through rates per ton for coal, coke and patent fuel for the B. B. & C. I. Ry. in full wagon loads, O. R., L., from Jarangdih Siding to the undermentioned stations on the B. B. & C. I. Ry.

| To stations | | | | Rate per ton | Route |
|------------------------|-----|-----|-----|--------------|--------------------------------------|
| | | | | Rs. a. p. | |
| Abu Road | ... | ... | ... | 10 14 0 | Via Agra East Bank. |
| Achnera | ... | ... | ... | 7 15 0 | " " |
| Ajmer | ... | ... | ... | 9 7 0 | " " |
| Amalner | ... | ... | ... | 10 3 0 | " Naini. |
| Anand | ... | ... | ... | 11 3 0 | " Agra Cant. and Bayana. |
| Anklesvar | ... | ... | ... | 11 7 0 | " " |
| Anwarganj | ... | ... | ... | 6 12 0 | East Indian Railway direct. |
| Bandikul | ... | ... | ... | 8 8 0 | Via Agra East Bank. |
| Bandra | ... | ... | ... | 12 4 0(a) | " Naini and Dadar. |
| Baroda | ... | ... | ... | 11 3 0 | " Agra Cant. and Bayana. |
| Bayana | ... | ... | ... | 8 3 0 | " Agra Cant. |
| Bharatpur | ... | ... | ... | 8 3 0 | " Agra Cant. and Muttra Jn. |
| Bhatinda | ... | ... | ... | 9 14 0 | " Ghaziabad and Delhi Serai Rohilla |
| Billimora | ... | ... | ... | 11 7 0 | " Naini, Amalner and Udhna. |
| Broach | ... | ... | ... | 11 7 0 | " Agra Cant. and Bayana. |
| Bulsar | ... | ... | ... | 11 10 0 | " Naini, Amalner and Udhna |
| Delhi Serai Rohilla | ... | ... | ... | 8 10 0 | " Ghaziabad. |
| Fatehgarh | ... | ... | ... | 7 5 0 | " Cawnpore Central Goods Shed |
| Fazilka | ... | ... | ... | 10 10 0 | " Ghaziabad. |
| Gangapur City | ... | ... | ... | 8 10 0 | " Agra Cant. and Bayana. |
| Godhra | ... | ... | ... | 10 14 0 | " " |
| Idgah (Agra) | ... | ... | ... | 7 15 0 | East Indian Railway direct. |
| Jalpur | ... | ... | ... | 8 14 0 | Via Agra East Bank. |
| Kankaria | ... | ... | ... | 11 7 0 | " Agra Cant. and Bayana. |
| Kasganj | ... | ... | ... | 7 12 0 | " Cawnpore Central Goods Shed. |
| Khandwa | ... | ... | ... | 9 5 0 | " Naini. |
| Kharagodha | ... | ... | ... | 11 14 0 | " Agra Cant. and Bayana. |
| Kosamba | ... | ... | ... | 11 7 0 | " Naini, Amalner and Udhna. |
| Kotah | ... | ... | ... | 9 5 0 | " Agra Cant. and Bayana. |
| Mehsana | ... | ... | ... | 11 5 0 | " Agra East Bank. |
| Mhow | ... | ... | ... | 9 12 0 | " Naini and Khandwa. |
| Miyagam | ... | ... | ... | 11 5 0 | " Agra Cant. and Bayana. |
| Muttra | ... | ... | ... | 8 1 0 | " Naini. |
| Nandurbar | ... | ... | ... | 10 10 0 | " Naini and Amalner. |
| Neemuch | ... | ... | ... | 10 10 0 | " Agra East Bank. |
| Parel (Bombay Central) | ... | ... | ... | 12 2 0 | " Naini and Amalner. |
| Phulera | ... | ... | ... | 9 3 0 | " Agra East Bank. |
| Rewari | ... | ... | ... | 9 1 0 | " Ghaziabad and Delhi Serai Rohilla. |
| Ratlam | ... | ... | ... | 10 1 0 | " Agra Cant. and Bayana. |
| Sabarmati | ... | ... | ... | 11 7 0 | " " |
| Shamgarh | ... | ... | ... | 9 14 0 | " " |
| Sirsa | ... | ... | ... | 10 1 0 | " Ghaziabad and Delhi Serai Rohilla. |
| Sojat Road | ... | ... | ... | 10 1 0 | " Agra East Bank. |
| Udhna | ... | ... | ... | 11 5 0 | " Naini and Amalner. |
| Ujjain | ... | ... | ... | 9 10 0 | " Naini. |
| Viramgam | ... | ... | ... | 11 10 0 | " Agra Cant. and Bayana. |
| Wadhwan | ... | ... | ... | 11 14 0 | " Agra East Bank. |

(a) This rate includes the East Indian Railway terminal charge of Re. 0-4-0 per ton and the GIP Railway Ghat charge of Re. 0-8-0 per ton.

Note.—These rates include the East Indian Railway terminal charge of Re. 0-4-0 per ton only.

N.B.—For surcharge leviable in addition, see notes (i) and (ii) under under "N.B." at page 755.

BRANCH LINES OF THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAY

1. Basis for Charge.—Coal and Coke over the Rajpipla State, Broach-Jambusar, Petlad-Cambay and Dhrangadra Railways are charged at '165 per maund per mile on the local distances of the Branch Lines subject to a minimum distance for charge of 25 miles.

Note.—Coal and Coke over the Ahmedabad-Parantij, Ahmedabad-Dholka and Palanpur-State Railways are charged at the E. I. Ry. scale of rates on the through distance. The terminal and other charges, wherever due, must be levied in addition as usual.

The 12½ per cent. surcharge of the total freight charges, subject to a minimum of Re. 1-0-0 per ton, is leviable in addition (except on soft cok).

(a) **Loco. coal for the Petlad Cambay Railway.**—Loco. coal for the Petlad-Cambay Railway is charged over that Railway at the same scale of rate as is applicable to public coal.

2. Terminal charge.—In the case of coal and coke for the public booked to stations on the Branch Lines of the Bombay, Baroda and Central India Railway, the Bombay, Baroda and Central India Railway terminal charge is not levied over the main Section but is levied over the Branch Lines, except on cross traffic.

3. Transshipment charge.—The following transshipment charges are levied on coal and coke booked to stations on the Branch Lines of the Bombay, Baroda and Central India Railway *via* the undermentioned Junctions:—

| | Rs. a. p. |
|----------------------------------------------|----------------------------|
| At Anklesvar (for Rajpipla State Railway) | .. 0 4 6 per ton. |
| „ Broach (for Broach-Jambusar Railway) | .. 0 4 6 „ |
| „ Ahmedabad (for Ahmedabad-Parantij Railway) | .. 0 4 6 „ |
| „ Palanpur (for Palanpur-State Railway) | .. No transshipment charge |
| „ Anand (for Petlad-Cambay Railway) | .. Do. |
| „ Wadhwan (for Dhrangadra Railway) | .. Do. |

These transshipment charges must be shown separately on Invoices and Railway Receipts.

No transshipment charge is levied on Bombay, Baroda and Central India Railway Loco. Coal.

4. Sidings.—

(i) **Nawab of Cambay Mill Siding.**—The siding charge leviable on coal booked to Nawab of Cambay Mill, Cambay, is Re. 1 per four-wheeled loaded wagon and is recovered by the Bombay, Baroda and Central India Railway locally.

(ii) **Coal to Cambay Bunder Siding.**—Coal in full wagon loads may be booked to Cambay Bunder Siding. An extra charge of Re. 1 per four-wheeled loaded wagon is levied in addition to the rate to Cambay Bunder (Petlad-Cambay Railway).

(iii) **Sidings at Petlad.**—Goods traffic in full wagon loads only may be booked to Bulakidas Mill Siding, The Rajratna Narainbhai Mill Siding and The Sayaji Dyeing and Manufacturing Co.'s Siding at Petlad, the rates chargeable being the same as to Petlad in each case. Haulage charge over the Siding will be recovered by the Bombay, Baroda and Central India Railway locally.

(iv) **Cotton Press Factory Siding.**—Coal in full wagon loads may be booked to Cotton Press Factory Siding at Rajpipla. An extra charge of Re. 1 per 4-wheeled, N. G. loaded wagon will be levied in addition to the rate to Rajpipla. The Siding charge will be recovered locally.

B. B. & C. I. Ry.

5. The following are the distances and calculated rates per ton (inclusive of the receiving end terminal charge of Re. 0-4-0 per ton except on cross traffic) for coal and coke from *via* the different Junctions to stations on the Branch Lines of the Bombay, Baroda and Central India Railway.

| Station from | Station to | Distance | Rate per ton | Remarks |
|---------------|---------------------------------------------------|----------|---------------------|---------|
| | Rajpipla State Railway— (Narrow gauge). | Miles. | Rs. a. p. | |
| Via Anklesvar | Gumandev* | 10 | 0 13 0 | † |
| | Jhagadia | 14 | 0 13 0 | |
| | Raj Pardi | 19 | 0 13 0 | |
| | Umalla | 24 | 0 13 0 | |
| | Juna Rajuvadia* .. | 28 | 0 15 0 | |
| | Amletha | 32 | 0 15 0 | |
| | Rajpipla | 41 | 1 4 0 | |
| | Broach-Jambusar Ry. (Narrow Gauge). | | | |
| Via Broach | Vajalpur* | 10 | 0 13 0 | † |
| | Tralsamadh | 10 | 0 13 0 | |
| | Samni | 15 | 0 13 0 | |
| | Vagra | 20 | 0 13 0 | |
| | Pakhajan | 28 | 0 15 0 | |
| | Sambheti | 33 | 0 15 0 | |
| | Dahej | 39 | 1 2 0 | |
| | Amod | 24 | 0 13 0 | |
| | Jambusar | 30 | 0 15 0 | |
| | Tankari Road§ .. | 31 | 0 15 0 | |
| | Koteshwar (c) .. | 35 | 1 2 0 | |
| | Kora | 40 | 1 4 0 | |
| | Kangam | 43 | 1 4 0 | |
| | Petlad-Cambay Ry.— (Broad gauge). | | | |
| Via Anand | Karamsad | 10 | 0 13 0 | |
| | Agas | 10 | 0 13 0 | |
| | Petlad | 14 | 0 13 0 ^a | |
| | Via Petlad | 14 | 0 9 0 ^b | |
| | Nar | 19 | 0 13 0 | |
| | Tarapur | 22 | 0 13 0 | |
| | Sayama | 28 | 0 15 0 | |
| | Cambay | 33 | 0 15 0 | |
| | Cambay Bunder .. | 35 | 1 2 0 | |
| | Dhrangadra Ry.— (Metre gauge). | | | |
| Via Wadhwan | Dudhrej* | 10 | 0 13 0 | |
| | Katuda | 10 | 0 13 0 | |
| | Raj Seetapur | 11 | 0 13 0 | |
| | Dhrangadra | 21 | 0 13 0 | |
| | Kuda siding | 34 | 1 2 0 | |
| | Soldi* | 27 | 0 13 0 | |
| | Chuli | 30 | 0 15 0 | |
| | Halvad | 40 | 1 4 0 | |

(a) Four-wheeled wagons of 18½ tons and over will be charged Rs. 15-0-0 only from *via* Anand to Petlad.

(b) A transshipment charge of Re. 0-4-6 per ton, to be divided equally between the B. B. & C. I. and G. B. S. Rys., is leviable in addition.

(c) Closed.

† A transshipment charge of Re. 0-4-6 per ton must be levied in addition.

* Not open for coal traffic.

§ Closed from 15th June to 15th October every year.

B. B. & C. I. Ry.

5. The following are the actual distances for charge from *via* the different junctions to the undermentioned stations :—

| Station from. | Station to. | Distance. | Remarks. |
|-------------------------|----------------------------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Ahmedabad-Parantij Ry.—(Metre gauge). | Miles. | |
| | Naroda* § | 6 | } Coal and Coke booked to these stations are charged on the through distance. Transhipment charges for break-of-gauge and terminal charges, where leviable, must be levied in addition. |
| | Dabhoda | 14 | |
| | Nandol Dehgam | 18 | |
| | Rakhial | 26 | |
| | Talod | 33 | |
| | Parantij | 41 | |
| Via Ahmedabad .. | Sonasan | 46 | |
| | Himmatnagar | 55 | |
| | Mahadeopara | 61 | |
| | Jadar | 66 | |
| | Idar | 74 | } Ditto. |
| | Vadali | 82 | |
| | Khed Brahma | 89 | |
| | Palanpur-State Ry.—(Metre gauge). | | |
| | Chandisar | 9 | } Ditto. |
| Via Palanpur .. | Deesa | 17 | |

* Coal must not be booked from B. G. stations and via to Naroda if transhipment at Ahmedabad is involved.

§ Charcoal fuel must not be booked, unless bagged,

GUZERAT RAILWAYS

(Narrow Gauge).

1. **Basis for Charge.**—Coal, Coke and Patent Fuel over the Guzerat Railways, (*viz.*, Champaner-Shivrajpur-Pani, Godhra-Lunavada and Nadiad-Kapadvanj Sections) are charged at 165 pie per maund per mile subject to a minimum distance for charge of 25 miles, plus a terminal charge of Re. 0-4-0 per ton.

In addition to this, a transshipment charge of Re. 0-4-6 per ton is levied which is divisible equally between the Bombay, Baroda and Central India and Guzerat Railways. This transshipment charge must be shown separately on Invoices and Railway Receipts.

(a) **Rate for Guzerat Railway Loco. coal.**—Loco. coal and coke for the Guzerat Railways at Owner's Risk are charged over this line at the Foreign Railway Loco. Coal rates on the through distance plus a transshipment charge of Re. 0-4-6 per ton which is divisible equally between the Bombay, Baroda and Central India and Guzerat Railways.

2(a) **Cotton Ginning and Pressing Factory Siding, Kapadvanj.**—Coal in full wagon loads may be booked to the Siding. A Siding charge of Re. 1 per four-wheeled loaded Narrow Gauge wagon is levied in addition to the rate to Kapadvanj. This siding charge is levied locally by the Bombay, Baroda and Central India Railway.

(b) **J. R. Vakharia & Sons' Siding, Kapadvanj.**—Coal in wagon loads may be booked to this Siding. A Siding charge of Re. 1 per Narrow Gauge loaded wagon will be levied in addition to rates to Kapadvanj. This siding charge is recovered locally by the Bombay, Baroda and Central India Railway.

3. The following are the calculated rates per ton (inclusive of the receiving end terminal charge) for coal, coke and patent fuel from *via* Nadiad, *via* Godhra and *via* Champaner Road to the undermentioned stations exclusive of the transshipment charge, which must be levied in addition:—

NADIAD-KAPADVANJ SECTION

| Station to | | | | | | Distance | Rate per ton from <i>via</i> Nadiad |
|------------|----|----|----|----|----|----------|-------------------------------------|
| | | | | | | Miles | Rs. a. p. |
| Vina | .. | .. | .. | .. | .. | 10 | 0 13 0(a) |
| Mahudha | .. | .. | .. | .. | .. | 11 | 0 13 0(a) |
| Kathlal | .. | .. | .. | .. | .. | 17 | 0 13 0(a) |
| Torna | .. | .. | .. | .. | .. | 22 | 0 13 0(a) |
| Kapadvanj | .. | .. | .. | .. | .. | 28 | 0 15 0(a) |

(a) A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

GUZERAT RAILWAYS

(Narrow Gauge).

Godhra-Lunavada Section

| Station to | Distance | Rate per ton from <i>via</i> Godhra |
|--------------------|----------|----------------------------------------|
| | Miles | Rs. a. p. |
| Shehera | 13 | 0 13 0(a) |
| Shingnali* | 19 | 0 13 0(a) |
| Lunavada | 26 | 0 13 0(a) |

* Not open for coal in through booking.

(a) A transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

CHAMPANER-SHIVRAJPUR-PANI SECTION

| Station to | Distance | Rate per ton from <i>via</i> Champaner Road |
|-----------------------------------------|----------|------------------------------------------------|
| | Miles | Rs. a. p. |
| Halol | 10 | 0 13 0(a) |
| Pavagarh | 12 | 0 13 0(a) |
| Shivrajpur | 18 | 0 13 0(a) |
| Shivrajpur Mine Siding East | 19 | 0 13 0(a) |
| Shivrajpur Mine Siding West | 20 | 0 13 0(a) |
| Bamankua † | 20 | 0 13 0(a) |
| Ghanta † | 24 | 0 13 0(a) |
| Nathpura † | 27 | 0 13 0(a) |
| Pani Mines | 31 | 0 15 0(a) |
| Pani Mine Sidings East and West | 32 | 0 15 0(a) |

† Not open for through booking.

(a) A transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

GAEKWAR'S BARODA STATE RAILWAY

1. The following Metre and Narrow Gauge Railways are worked by the Gaekwar's Baroda State Railway :—

- (1) Gaekwar's Dabhoi Railway (including Bodeli-Chhota Udaipur Railway)—(Narrow gauge).
- (2) Bilimora-Kala-Amba Railway—(Narrow gauge).
- (3) Kosamba-Zankhvav Railway—(Narrow gauge).
- (4) Petlad-Vaso Railway—(Narrow gauge).
- (5) Okhamandal Railway—(Metre gauge).
- (6) Petlad-Bhadran Railway—(Narrow gauge).
- (7) Gaekwar's Mehsana Railway—(Metre Gauge).
- (8) Khijadia-Dhari Railway—(Metre Gauge).

2. **Basis for Charge.**—(a) Except over H. H. The Gaekwar's Mehsana Railway and Khijadia-Dhari Railway Coal, Coke and Patent Fuel for the public are charged at the rate of one-fifth pie per maund per mile at owner's risk, subject to a minimum charge as for 25 miles. No terminal charge is levied.

(b) Public coal, coke and patent fuel in wagon loads, O.R., L. over the G. M. Railway are charged at 165 pie maund per mile on the local distance over this line subject to a minimum distance for charge of 25 miles. A terminal charge of Re. 0-4-0 per ton is levied in addition.

Note.—On coal, coke and patent fuel booked to stations beyond Viramgam *via* the G. M. Railway, the freight charges are calculated at the East Indian Railway scale of rates on the through distance.

(c) **Khijadia-Dhari Railway.**—Coal, coke and patent fuel for the public, O.R., C.C., L., are charged at 165 pie per maund per mile plus a terminal charge of Re. 0-0-4 per maund and subject to a minimum distance for charge of 10 miles and a minimum charge of Rs. 7 per Metre Gauge four-wheeled wagon and Rs. 21 per four-wheeled Broad Gauge wagon.

(d) **Loco. Coal.**—Loco. coal for this Railway is charged at the revenue material rate of one-tenth pie per maund per mile on the chargeable weight in through booking. The minimum distance for charge is 25 miles.

3. **Transshipment charge.**—An additional charge of Re. 0-4-6 per ton is levied for transshipment at Junctions with the Bombay, Baroda and Central India Railway.

This transshipment charge must be levied on public coal traffic as well as on Loco. coal for the Gaekwar's Baroda State Railways and shown separately on Invoices and Railway Receipts.

This transshipment charge is divided equally between the Bombay, Baroda and Central India and the Gaekwar's Baroda State Railways, except in the case of *via* Vishvamitri.

The following are the Junctions, where the transshipment charge is leviable:—

| | | | |
|---------------|-------------|-----------------|----------------------|
| Via Bilimora. | Via Petlad. | Via Timba Road. | Via Vishvamitri (a). |
| „ Kosamba. | „ Samlaya. | „ Miyagam. | „ Viramgam. |

No transshipment charge is levied at the following junctions:—

| | |
|----------------------------------|----------------------------|
| Mehsana (for G. M. Railway). | Kalol (for G. M. Railway). |
| Ambliyasana (for G. M. Railway). | |

(a) Gaekwar's Baroda State Railway have a broad-gauge siding between Vishvamitri and Goya Gate and all consignments intended for the Gaekwar's Dabhoi Railway including the Bodeli-Chhota-Udaipur Section and booked *via* Vishvamitri are transhipped at Goya Gate instead of at Vishvamitri. The transshipment charge shewn herein as leviable at Vishvamitri Junction must, therefore, be credited in full to the Gaekwar's Baroda State Railways. No transshipment charge will, however, be levied on coal, coke and patent fuel booked *via* Vishvamitri from Broad Gauge stations and *via* to Goya Gate and Goya Gate Stores Siding, as the Broad Gauge wagons will be hauled direct to these stations.

4. Sidings.—(a) The following are the private sidings on this Railway.

| Name of Siding. | Station with which connected. | Siding charge to be levied in addition. | Remarks. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| Seth Motilal Nathalal's Siding Seth Parbhudas Himatlal's Siding. Chunilal Girdharlal's Siding .. Nadarshah Nasarwanjee's Siding. P. B. Kama's Siding .. P. R. Vakharia's Press siding .. | Dabhoi .. Miyagam .. | Rs. 2-0-0 per 4-wheeled N. G. wagon or Rs. 4 per bogie wagon. | These siding charges are not recovered locally but are collected along with the freight and must be shown separately on Invoices and Railway Receipts. |
| Jeshingbhai Jorabhai's Siding Karouli Ginning Factory Siding. Parbhudas Gulabdas' Siding Eduji Rattanji Contractor's Siding. Jamsedji R. Vakharia's Siding D. R. Vakharia's Siding .. P. B. Kama's Siding .. Seth Lallubhai Joysing Chai's Siding. Ibrahim Abubakar and Chhotatalal, Iswardas' Siding. Bilimora Bunder Siding .. | Dabhoi .. Dabhoi .. Dabhoi .. Mongrol Vadhri .. Sadhli .. Mangrol Vadhri .. Bhatpur .. Karvan .. Antoli | Re. 1-0-0 per 4-wheeled N. G. wagon or Rs. 2 per bogie wagon. | |
| Rampura Ginning Factory Siding. | Bhankoda .. | No charge | The shunting of wagons is done by hand at the cost of owners. |
| Kadi Ginning Pressing and Oil Mill Co.'s Siding. | Kadi .. | Re. 1 per 4-wheeled M. G. wagon. | The siding charges must not be shown on Invoices & Ry. Receipts, as such charges are collected locally. |
| Laxmi Cotton Mills Siding .. | Kadi .. | Ditto .. | |
| Chunilal Girdharilal's Siding | Sankheda Bahadarpur. | Re. 1 per 4-wheeled N. G. or Rs. 2 per bogie wagon. | |

(b) When traffic is booked from Broad gauge railway stations, charges are to be calculated on the basis of the following equivalents of Broad Gauge wagons:—

| | |
|------------------------------------------|--------------------------------------------------------------|
| Broad Gauge wagons up to 17 tons C.C. .. | To be charged as for two Narrow Gauge four-wheeled wagons. |
| 24 .. | To be charged as for three Narrow Gauge four-wheeled wagons. |
| 31 .. | To be charged as for four Narrow Gauge four-wheeled wagons. |
| 38 .. | To be charged as for five Narrow Gauge four-wheeled wagons. |
| 45 .. | To be charged as for six Narrow Gauge four-wheeled wagons. |

5. Bodeli-Chhota-Udaipur Railway.—For the purposes of charging freight on coal, coke and patent fuel the Bodeli-Chhota-Udaipur Railway is treated as a separate Railway and the minimum distance for charge of 25 miles apply separately on this section. The calculated rates shown against the stations on the Bodeli-Chhota-Udaipur Railway include the 25 miles charge, *vis.*, five pice per maund.

G. B. S. Ry.

6. The following are the distances and calculated rates per ton for public coal, coke and patent fuel from *via* the different junctions to stations on the Gaekwar's Baroda State Railways:—

| Station to | <i>Via</i> Miyagam. | | <i>Via</i> Vishvamitri. | | <i>Via</i> Samlaya. | | <i>Via</i> Timba Road. | |
|-------------------------------------|---------------------------------|------------------|---------------------------------|------------------|---------------------------------|------------------|---------------------------------|------------------|
| | Dis- tance for charge. | Rate per ton. | Dis- tance for charge. | Rate per ton. | Dis- tance for charge. | Rate per ton. | Dis- tance for charge. | Rate per ton. |
| Gaekwar's Dabhoi Ry. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Karvan .. | 25 | 0 11 4 | 31 | 0 13 7 | 42 | 1 2 2 | 75 | 2 2 0 |
| Baripur Mandala .. | 25 | 0 11 4 | 26 | 0 11 4 | 37 | 0 15 11 | 70 | 1 15 9 |
| Nada .. | 25 | 0 11 4 | 25 | 0 11 4 | 34 | 0 15 11 | 67 | 1 13 6 |
| Dabhoi Jn. .. | 25 | 0 11 4 | 25 | 0 11 4 | 30 | 0 13 7 | 63 | 1 13 6 |
| Thuwavi .. | 25 | 0 11 4 | 25 | 0 11 4 | 35 | 0 15 11 | 68 | 1 15 9 |
| Vadhvana .. | 26 | 0 11 4 | 25 | 0 11 4 | 36 | 0 15 11 | 69 | 1 15 9 |
| Sankheda Baha- darpur. .. | 30 | 0 13 7 | 29 | 0 13 7 | 40 | 1 2 2 | 73 | 2 2 0 |
| Chhuchhapura .. | 34 | 0 15 11 | 33 | 0 15 11 | 44 | 1 4 5 | 77 | 2 2 0 |
| Jojwa .. | 37 | 0 15 11 | 36 | 0 15 11 | 47 | 1 4 5 | 80 | 2 4 4 |
| Bodeli .. | 43 | 1 4 5 | 42 | 1 2 2 | 53 | 1 8 11 | 86 | 2 6 7 |
| Jabugam .. | 68 | 1 15 9 | 67 | 1 13 6 | 78 | 2 4 4 | 111 | 3 1 11 |
| Pavi .. | 68 | 1 15 9 | 67 | 1 13 6 | 78 | 2 4 4 | 111 | 3 1 11 |
| Tejgadh .. | 68 | 1 15 9 | 67 | 1 13 6 | 78 | 2 4 4 | 111 | 3 1 11 |
| Chhota-Udaipur .. | 68 | 1 15 9 | 67 | 1 13 6 | 78 | 2 4 4 | 111 | 3 1 11 |
| Jambusar Jn. and <i>via</i> . .. | 69 | 1 15 9 | 30 | 0 13 7 | 79 | 2 4 4 | 112 | 3 1 11 |
| Jambusar Road .. | 68 | 1 15 9 | 29 | 0 13 7 | 78 | 2 4 4 | 111 | 3 1 11 |
| Ankhi* .. | 65 | 1 13 6 | 26 | 0 11 4 | 75 | 2 2 0 | 108 | 3 1 11 |
| Masor Road .. | 62 | 1 11 3 | 25 | 0 11 4 | 72 | 1 15 9 | 105 | 2 15 8 |
| Kural .. | 59 | 1 11 3 | 25 | 0 11 4 | 69 | 1 15 9 | 102 | 2 13 4 |
| Mobha Road .. | 55 | 1 8 11 | 25 | 0 11 4 | 65 | 1 13 6 | 98 | 2 13 4 |
| Bhoj (Padra) .. | 53 | 1 8 11 | 25 | 0 11 4 | 63 | 1 13 6 | 96 | 2 11 1 |
| Ranu Pipri .. | 50 | 1 6 8 | 25 | 0 11 4 | 60 | 1 11 3 | 93 | 2 11 1 |
| Latipura* .. | 48 | .. | 25 | .. | 58 | .. | 91 | .. |
| Padra .. | 46 | 1 4 5 | 25 | 0 11 4 | 56 | 1 8 11 | 89 | 2 8 10 |
| Bhaili .. | 43 | 1 4 5 | 25 | 0 11 4 | 53 | 1 8 11 | 86 | 2 6 7 |
| Vishvamitri (Nar- row-gauge). .. | 39 | 1 2 2 | .. | † | 49 | 1 6 8 | 82 | 2 4 4 |
| Goya Gate .. | 37 | 0 15 11 | 25 | 0 11 4† | 47 | 1 4 5 | 80 | 2 4 4 |
| Goya Gate Stores Siding. .. | Same | rates as to | Goya | Gate. | | | | |
| Kelanpur .. | 33 | 0 15 11 | 25 | 0 11 4 | 43 | 1 4 5 | 76 | 2 2 0 |
| Kundhela .. | 30 | 0 13 7 | 25 | 0 11 4 | 40 | 1 2 2 | 73 | 2 2 0 |
| Bhilupur .. | 28 | 0 13 7 | 25 | 0 11 4 | 38 | 1 2 2 | 71 | 1 15 9 |
| Ten Talav .. | 27 | 0 11 4 | 26 | 0 11 4 | 37 | 0 15 1 | 70 | 1 15 9 |

Note.—A transshipment charge of Re. 0-4-6 per ton for transshipment at the Junction should be added to these rates.

* Not yet opened for coal traffic.

† Coal, Coke and Patent Fuel cannot be booked to Vishvamitri (Narrow-gauge) *via* Vishvamitri. Traffic to this station must be booked *via* Samlaya.

The transshipment charge of Re. 0-4-6 per ton at Vishvamitri is not leviable on Coal, Coke and Patent Fuel booked to Goya Gate *via* Vishvamitri. For special rates, see paragraph 8.

| Station to | Via Miyagam. | | Via Vishvamitri. | | Via Samlaya. | | Via Timba Road. | |
|----------------------------|---------------------------------|------------------|---------------------------------|------------------|---------------------------------|------------------|---------------------------------|------------------|
| | Dis- tance for charge. | Rate per ton. | Dis- tance for charge. | Rate per ton. | Dis- tance for charge. | Rate per ton. | Dis- tance for charge. | Rate per ton. |
| | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Chandod .. | 31 | 0 13 7 | 30 | 0 13 7 | 41 | 1 2 2 | 74 | 2 2 0 |
| Antoli .. | 30 | 0 13 7 | 29 | 0 13 7 | 25 | 0 11 4 | 53 | 1 8 11 |
| Waghoria .. | 33 | 0 15 11 | 32 | 0 13 7 | 25 | 0 11 4 | 50 | 1 6 8 |
| Ajwa .. | 37 | 0 15 11 | 36 | 0 15 11 | 25 | 0 11 4 | 46 | 1 4 5 |
| Jarod .. | 44 | 1 4 5 | 43 | 1 4 5 | 25 | 0 11 4 | 39 | 1 2 2 |
| Savli .. | 57 | 1 8 11 | 56 | 1 8 11 | 25 | 0 11 4 | 26 | 0 11 4 |
| Wasanpura .. | 62 | 1 11 3 | 61 | 1 11 3 | 25 | 0 11 4 | 25 | 0 11 4 |
| Mevli .. | 65 | 1 13 6 | 64 | 1 13 6 | 25 | 0 11 4 | 25 | 0 11 4 |
| Pandu Mewas* .. | 71 | 1 15 9 | 70 | 1 15 9 | 25 | 0 11 4 | 25 | 0 11 4 |
| Sandasal .. | 68 | 1 15 9 | 67 | 1 13 6 | 25 | 0 11 4 | 25 | 0 11 4 |
| Desar Road .. | 74 | 2 2 0 | 73 | 2 2 0 | 25 | 0 11 4 | 25 | 0 11 4 |
| Wejpur* .. | 77 | 2 2 0 | 76 | 2 2 0 | 28 | 0 13 7 | 25 | 0 11 4 |
| Tulsigam .. | 80 | 2 4 4 | 79 | 2 4 4 | 31 | 0 13 7 | 25 | 0 11 4 |
| Malsar .. | 25 | 0 11 4 | 63 | 1 13 6 | 73 | 2 2 0 | 107 | 2 15 8 |
| Nani Bhagol* .. | 25 | | | | 71 | | | |
| Sinor .. | 25 | 0 11 4 | 60 | 1 11 3 | 71 | 1 15 9 | 104 | 2 15 8 |
| Sadhli .. | 25 | 0 11 4 | 54 | 1 8 11 | 65 | 1 13 6 | 98 | 2 13 4 |
| Vemar .. | 25 | 0 11 4 | 49 | 1 6 8 | 60 | 1 11 3 | 93 | 2 11 1 |
| Choranda .. | 25 | 0 11 4 | 45 | 1 4 5 | 56 | 1 8 11 | 89 | 2 8 10 |
| Malod .. | 25 | 0 11 4 | 54 | 1 8 11 | 65 | 1 13 6 | 98 | 2 13 4 |
| Moti Koral .. | 25 | 0 11 4 | 57 | 1 8 11 | 68 | 1 15 9 | 101 | 2 13 4 |
| Bachar* .. | 25 | 0 11 4 | 67 | 1 13 6 | 83 | 2 4 4 | 129 | .. |
| Motipur Tankhala Railway.— | | | | | | | | |
| Gojapur-San- kheda. | 38 | 1 2 2 | 37 | 0 15 11 | 48 | 1 6 8 | 81 | 2 4 4 |
| Malpur* .. | 40 | 1 2 2 | 39 | 1 2 2 | 50 | 1 6 8 | 83 | 2 6 7 |
| Bhatpur .. | 43 | 1 4 5 | 42 | 1 2 2 | 53 | 1 8 11 | 86 | 2 6 7 |
| Ghantoli .. | 47 | 1 4 5 | 46 | 1 4 5 | 57 | 1 8 11 | 90 | 2 8 10 |
| Kaledia .. | 50 | 1 6 8 | 49 | 1 6 8 | 60 | 1 11 3 | 93 | 2 11 1 |
| Naswadi .. | 52 | 1 6 8 | 51 | 1 6 8 | 62 | 1 11 3 | 95 | 2 11 1 |
| Sandhia .. | 55 | 1 8 11 | 54 | 1 8 11 | 65 | 1 13 6 | 98 | 2 13 4 |
| Tankhala .. | 58 | 1 11 3 | 57 | 1 8 11 | 68 | 1 15 9 | 101 | 2 13 4 |

Note.—A transhipment charge of Re. 0-4-6 per con for transhipment at the Junction should be added to these rates.

* Not yet opened for coal traffic.

G. B. S. Ry.

| Station from | Station to | Distance. | Rate per ton. | Remarks. |
|---------------------|---------------------------------------------------------------|-----------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Petlad Vaso Ry. | Miles. | Rs. a. p. | |
| Via Petlad | Sojitra | 25 | 0 11 4 | |
| | Malataj | 25 | 0 11 4 | |
| | Vaso | 25 | 0 11 4 | |
| | Pihij | 25 | 0 11 4 | |
| | Petlad-Bhadran Ry. | | | |
| Via Petlad | Wishrampur | 25 | 0 11 4 | |
| | Dharmaj | 25 | 0 11 4 | |
| | Bochasan | 25 | 0 11 4 | |
| | Chuva Road | 25 | 0 11 4 | |
| | Bhadran | 25 | 0 11 4 | |
| | Bilimora Kala-Amba Ry. | | | |
| Via Bilimora | Dholikus* | 25 | .. | NOTE.—A transshipment charge of Re. 0-4-6 per ton for transshipment at the Junction must be levied in addition to these rates.† This transshipment charge will be divided equally between the B. B. & C. I. and the Gaekwar's Baroda State Railways. |
| | Gandevi | 25 | 0 11 4 | |
| | Chikhli Road | 25 | 0 11 4 | |
| | Rankuwa | 25 | 0 11 4 | |
| | Anawal | 25 | 0 11 4 | |
| | Unai and Bansda Road | 27 | 0 11 4 | |
| | Kevdi Road | 32 | 0 13 7 | |
| | Kala-Amba | 35 | 0 15 11 | |
| | Dungarda | 37 | 0 15 11 | |
| | Kosamba Umerpada Railway. | | | |
| Via Kosamba | Velachha | 25 | 0 11 4 | |
| | Simodra | 25 | 0 11 4 | |
| | Mangrol Vadhri | 25 | 0 11 4 | |
| | Vankal | 25 | 0 11 4 | |
| | Zankhvav | 26 | 0 11 4 | |
| | Umarjar (a) | 35 | 0 15 11 | |
| | Keori | 43 | 1 4 5 | |
| | Umerpada | 46 | 1 4 5 | |
| | His Highness the Gaekwar's Mehsana Rys.—(Metre gauge.) | | | |
| Via Viramgam | Jaksi (a) | .. | 0 13 0 | † |
| | Bhankoda | .. | 0 13 0 | |
| | Detroj | .. | 0 13 0 | |
| | Katosan Road | .. | 0 13 0 | |
| | Jhotana | .. | 0 15 0 | |
| | Linch | .. | 1 2 0 | |
| | Jaksi (a) | .. | 1 2 0 | |
| | Bhankoda | .. | 0 15 0 | |
| | Detroj | .. | 0 13 0 | |
| | Katosan Road | .. | 0 13 0 | |
| Via Mehsana | Jhotana | .. | 0 13 0 | |
| | Linch | .. | 0 13 0 | |
| | Randala | 10 | 0 13 0 | |
| | Visnagar | 13 | 0 13 0 | |
| | Vadnagar | 21 | 0 13 0 | |
| | Kheralu | 28 | 0 15 0 | |
| | Varetha | 34 | 1 2 0 | |
| | Varetha Quarry Siding | .. | .. | |
| | Taranga Hill | 35 | 1 2 0 | |
| | Dhinoj | 10 | 0 13 0 | |
| | Manand Road | 16 | 0 13 0 | |
| | Patan | 25 | 0 13 0 | |
| | Kosa Road | 34 | 1 2 0 | |
| | Wagrod | 40 | 1 4 0 | |
| | Dhanawara | 45 | 1 4 0 | |
| | Kakosi Metrana Road | 50 | 1 6 0 | |
| | Chanasma | 24 | 0 13 0 | |
| | Kamboi | 31 | 0 15 0 | |
| | Harij | 37 | 1 2 0 | |
| | Moodhera Road | 32 | 0 15 0 | |
| | Becharji | 33 | 0 15 0 | |
| | Dethali§ | 29 | 0 15 0 | |

* Not yet opened for coal in wagon loads.

† A transshipment charge of Re. 0-4-6 per ton must be levied in addition. (a) Closed.

| Station from. | Station to. | Distance | Rate per ton. | Remarks. |
|-------------------------------------|-------------------------------------------------------------------------------|---------------|------------------|----------|
| | H. H. the Gaekwar's Mehsana Railways.— (Metre gauge).—(Contd.) | Miles. | Rs. a. p. | |
| <i>Via Mehiana.— (Concl'd.)</i> | Rantej | 26 | 0 13 0 | |
| | Dhanpura§ | 21 | 0 13 0 | |
| | Bhoyani | 20 | 0 13 0 | |
| | Deusana | 23 | 0 13 0 | |
| | Kadi | | 0 15 0 | |
| <i>Via Kalol</i> | Vijapur-Kalol-Kadi Br.— Kadi | 12 | 0 13 0 | |
| | Anakhol | 10 | 0 13 0 | |
| | Adraj Moti | 10 | 0 13 0 | |
| | Randheja | 10 | 0 13 0 | |
| | Limbodra | 16 | 0 13 0 | |
| <i>Via Ambliyan</i> | Makhakhad | 20 | 0 13 0 | |
| | Lodra* | 23 | 0 13 0 | |
| | Vijapur | 26 | 0 13 0 | |
| | Gerita Kolavda | 20 | 0 13 0 | |
| | Kukarvada | 17 | 0 13 0 | |
| | Vasai-Dabhla | 14 | 0 13 0 | |
| | Gojharia | 10 | 0 13 0 | |
| | Langhnaj | 10 | 0 13 0 | |

| Station from | Station to | Distance | Rate per maund | | | Rate per ton | | |
|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|----------|----------------|--------------|-------|--------------|--------------|-------|
| | | | G. Ry. | K. D. Ry. | Total | G. Ry. | K. D. Ry. | Total |
| | Khijadiya Dhari Ry. | Miles | A. P. | A. P. | A. P. | R. A. | R. A. | R. A. |
| <i>Via Dhosa in through booking from via Wadhwan and via Dhanduka Junctions (B. S. Ry. route).</i> | Machiala | 27 | 0 3 | 0 6a | 0 9 | 0 7 | 0 14 | 1 5 |
| | Amreli | 28 | 0 3 | 0 6a | 0 9 | 0 7 | 0 14 | 1 5 |
| | Gavadka | 34 | 9 3 | 0 7a | 0 10 | 0 7 | 1 0 | 1 7 |
| | Sajjavadar | 38 | 0 3 | 0 7a | 0 10 | 0 7 | 1 0 | 1 7 |
| | Chalala | 43 | 0 3 | 0 8a | 0 11 | 0 7 | 1 2 | 1 9 |
| | Jhaa † | 48 | 0 3 | 0 9a | 1 0 | 0 7 | 1 4 | 1 11 |
| | Dhari | 55 | 0 3 | 0 10a | 1 1 | 0 7 | 1 7 | 1 14 |
| | <i>Via Dhari (for traffic to Bhader and Jetalvad on Junagad State Ry.)</i> | 55 | 0 3 | 0 6a | 0 9 | 0 7 | 0 14 | 1 5 |

§ Closed.

* The rate from *via Ambliyan* is Re. 0-15-0 per ton.

† Coal in wagon lands is not dealt with at this station.

(a) These rates are subject to a minimum charge of Rs. 7 per each 4 wheeled metre-gauge wagon or Re. 21 per 4 wheeled broad gauge wagon.

7. The following are the calculated rates per maund for Loco. coal for this Railway from *via* the different Junctions:—

| Station. | <i>Via Samlaya.</i> | | <i>Via Vishvamitri.</i> | | <i>Via Miyagam.</i> | |
|------------------------|---------------------|-----------------|-------------------------|-----------------|---------------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund. |
| | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Goya Gate | 46 | 0 0 5 | 25 | 0 0 3 | 37 | 0 0 4 |
| Dabhoi | 30 | 0 0 3 | 25 | 0 0 3 | 25 | 0 0 3 |
| Chhoti Udaipur | 75 | 0 0 8 | 65 | 0 0 7 | 66 | 0 0 7 |
| Chandod | 40 | 0 0 4 | 30 | 0 0 3 | 31 | 0 0 3 |
| Tankhala | 67 | 0 0 7 | 57 | 0 0 6 | 58 | 0 0 6 |
| Malsar | 73 | 0 0 7 | 63 | 0 0 6 | 25 | 0 0 3 |
| Moti Koral | 67 | 0 0 7 | 57 | 0 0 6 | 25 | 0 0 3 |

A transhipment charge of 2 pies per maund for transhipment at the Junction must be added to these rates except in the case of traffic between *via* Vishvamitri and Goya Gate.8. Station-to-station rates.—Coal, coke and patent fuel, O.R., L., from *via* Vishvamitri to Goya Gate are charged at the special rate of Rs. 10 per Broad Gauge four-wheeled wagon of capacity less than 20 tons and Rs. 12 per Broad Gauge four-wheeled wagon of capacity 20 tons and over.

H. E. H. The Nizam's State Ry.

NIZAM'S STATE RAILWAY

1. **Coal and coke—Basis for charge.**—Coal and coke in bulk at Owner's Risk are charged over this Railway on actual weight, subject to the minimum weight for charge as laid down in paragraph 3 below at the following rates, except where lower rates are quoted:—

| | | Per maund per mile without terminals Pie |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------------------------------------------------------------|
| (1) From and to any station on the B. G. and M. G. sections on this Railway and <i>via</i> to and from <i>via</i> Bezwada, <i>via</i> Manmad, <i>via</i> Balharshah, <i>via</i> Dronachellam and <i>via</i> Wadi (except as provided in clauses 2, 3 and 5(b) below):— | | |
| For the first 200 miles | 0·23 | |
| For the extra distance above 200 miles to be added to the charge for 200 miles | 0·20 | |
| (2) From Singareni Collieries, Balharshah and Belampalli to <i>via</i> Wadi and <i>via</i> Dronachellam | 0·15 | |
| (3) From Balharshah and Belampalli to <i>via</i> Bezwada | 0·18 | |
| (4) From <i>via</i> Manmad to stations on the B. G. and M. G. Sections of this Railway and <i>via</i> — | | |
| For the first and up to 125 miles | 0·333 | } Subject to a maxi- mum charge of Rs. 9-4-0 per ton. |
| For the extra distance above 125 miles to be added to the charge for 125 miles | 0·150 | |

Note.—These rates apply in through booking to both Public and Foreign Railway Loco. Coal.

(a) Coal carried over this Railway for the use of Construction Capital Works should be charged at the Railway Material rate when booked to the Officers-in-charge of construction, but when booked to contractors, public rates will be charged.

(5) Coal from Singareni and Belampalli Collieries to all stations north of Wadi on the Great Indian Peninsula Railway is charged on the through distance at the same scale of rates as shewn in paragraph 1, page 25.

(a) A surcharge of $12\frac{1}{2}$ percent of the total freight charges inclusive of terminals, transhipment and other extra charges due is levied on coal, coke and patent fuel booked from any station on this Railway to *via* Wadi for stations on the Great Indian Peninsula Railway and *via* (except for traffic to stations south of Wadi). The surcharge is not leviable on soft coke which is unsuitable for metallurgical purposes.

(b) When coal, coke and patent fuel are booked from collieries on the Great Indian Peninsula, Bengal Nagpur and East Indian Railways, the scale of rates notified in paragraph 1, page 25 of this tariff will apply over this Railway from *via* Balharshah to Wadi and *via*, Bezwada and *via*, Dronachellam and *via* on the through distance subject to the $12\frac{1}{2}$ % surcharge, which again is subject to a maximum of Re. 1-0-0 per ton.

2. **Coal booked at Railway Risk.**—Coal and Coke booked at Railway Risk when consigned in full wagon loads are charged 20 per cent. higher than the rates at owner's risk.

H. E. H. the Nizam's State Ry.

3. Minimum weights for charge on coal and coke.—(i) Coal and coke booked from stations on foreign railways to stations on this railway is subject to the same minima weights for charge as are applicable over the forwarding railway.

(ii) Coal and coke booked from any station (except Singareni Collieries) on this railway is subject to charge on the carrying capacity of the wagons used.

(iii)(a) The minimum weight for charge on coal booked from Singareni Collieries in one ton less than the marked coal carrying capacity. Where the coal capacity is not marked, the minimum weight for charge is 17 tons. In the case of wagons whose ordinary carrying capacity is less than 17 tons and on which the coal carrying capacity is not marked, the minimum weight for charge is one ton less than the ordinary carrying capacity. For exceptions, see clauses (b) and (c) below.

(b) The weight for charge for coal loaded in wagons which cannot hold the required weight owing to absence of end or side doors is actual weight. The invoice and receipt should bear the following remarks:—

“Not capable of holding the minimum weight for charge.”

(c) When wagons cannot be loaded up to the full carrying capacity owing to a restriction on the gross weight allowed per axle on any portion of the route over which they are to be booked, the weight of the load must be regulated so that the gross load shall not exceed the gross load permitted over the restricted section. In such cases the minimum weight for charge shall be one ton less than the gross permissible load less the tare.

Example.—A wagon with a carrying capacity of 24 tons with tare of 8 tons or a gross load of 32 tons, has to be booked over a section where the gross load is restricted to 28 tons. The minimum weight for charge will be—

Gross load 28 tons less 9 tons (8 tons tare plus 1 ton)=19 tons.

The minimum weight conditions laid down above also apply to coal and coke booked from Balharshah and Belampalli.

4. Maximum weight for coal and coke.—In both local and through bookings the following is the maximum load for coal and coke, subject in the case of heavy tonnage wagons, not bogies, to a gross load of 32 tons:—

| | |
|--------------------------|-------------------------------------------------|
| N. G. S. Railway wagons. | } Half a ton over the marked carrying capacity. |
| G. I. P. do. | |
| B. B. & C. I. do. | |
| B. N. do. | |
| M. S. M. do. | |

All other railways' wagons .. Marked carrying capacity.

5. Fractions of a ton.—All rates for coal and coke are calculated per ton of 27·22 maunds and fractions of a ton will be reckoned on the aggregate weight of each consignment and dealt with as shown below:—

| | | | | |
|---------------------------|----|----|----|-------------------------------------|
| Below 2 cwt. | .. | .. | .. | .. No charge. |
| 2 cwt. and below 8 cwt. | .. | .. | .. | .. Charge as for $\frac{1}{4}$ ton. |
| 8 cwt. and below 12 cwt. | .. | .. | .. | .. Charge as for $\frac{1}{2}$ ton. |
| 12 cwt. and below 18 cwt. | .. | .. | .. | .. Charge as for $\frac{3}{4}$ ton. |
| 18 cwt. and above | .. | .. | .. | .. Charge as for 1 ton. |

6. Transshipment charges.—An extra charge for transshipment of Re. 0-2-3 per ton is levied on coal and coke booked *via* Manmad, *via* Purli-Vajinath and *via* Secunderabad.

The transshipment charge of Re. 0-2-3 per ton will not be levied at Secunderabad on consignments of coal and coke booked to stations on the Secunderabad-Dronachellam Railway *via* Manmad route.

H. E. H. the Nizam's State Ry.

7. Loading and unloading.—In all cases, the loading and unloading shall be done by senders and consignees respectively.

8. Rate for coal from Singareni Collieries.—Coal loose at owner's risk in full wagon loads, from Singareni Collieries to *via* Bezwada is charged at Rs. 3-3-8 per ton which includes the extra charge of Re. 0-4-0 per ton.

9. Extra charge.—An extra charge of Re. 0-4-0 per ton is levied on all coal booked from Singareni Collieries, Belampalli and Balharshah.

This rule does not apply to coal booked to any department of the Nizam's State Railway.

10. The following are the station-to-station rates for coal over this railway:—

| From | | | | To | Rate per ton |
|---------------------------|----|----|----|------------------------|--------------|
| | | | | | Rs. a. p. |
| Singareni Collieries (a) | .. | .. | .. | } <i>Via</i> Manmad .. | 9 4 0 |
| Belampalli (a) | .. | .. | .. | | 9 6 0 |
| Balharshah (a) | .. | .. | .. | | 10 10 1 |
| <i>Via</i> Balharshah (a) | .. | .. | .. | | 10 6 1 |
| <i>Via</i> Balharshah (b) | .. | .. | .. | Manmad .. | 10 3 10 |

(a) These rates are inclusive of extra charge and transhipment charge, where leviable.

(b) This will apply differentially to stations short of Manmad, when lower.

11. Rate for Charcoal.—Charcoal, O.R., W/300., B. G., W/160 M. G., L. is charged at C/M schedule rates subject to the minimum charge of Rs. 10 for a four-wheeled wagon and Rs. 20 for a bogie.

12. Coal wagons—Reweighting of.—(a) Coal wagons booked from Singareni Collieries at owner's risk will not be reweighed at destination.

(b) (i) The railway will be prepared at the request of consignee to reweigh wagons containing coal booked at railway risk at stations having weigh-bridges; coal booked at railway risk will not be reweighed at stations where there are no weigh-bridges.

(ii) Requests for reweighments of wagons containing coal booked at railway risk must be made in writing before the expiry of the free time allowed for unloading, failing which, demurrage will be charged until the wagons are released.

(iii) In cases where the actual load at the despatching station is less than the minimum weight for charge, the difference in freight between the actual weight found at the despatching station and that found on reweighment at destination will be refunded.

Similarly, if the weighment found at destination is in excess of the weight charged for, *i.e.*, the minimum weight for charge, freight will be levied on the weight found at destination.

H. E. H. the Nizam's State Ry.

Example.—If 16 tons of coal are loaded in a wagon at the Singareni Collieries, the minimum weight for charge on which is 17 tons, freight will be levied on 17 tons; but if on reweighment at destination, the wagon is found to contain 15 tons only, the freight on one ton will be refundable. If, on the other hand, the wagon is found to contain 18 tons, freight on 18 tons or one ton more will be levied.

13. Sidings.—

(i) *Military Broad Gauge Siding at Secunderabad.*—A broad gauge siding known as “Secunderabad (Trimulgherry) Military Siding” is open for receipt and despatch of Military traffic in full wagon loads only. The charge for each loaded vehicle run over the siding is Rs. 5 in addition to the charges to and from Secunderabad.

(ii) *Mint Siding, Secunderabad.*—A broad-gauge siding known as “The Secunderabad Mint Siding” is open for the receipt and despatch of goods traffic in full wagon loads, consigned to or by—

- (1) The Mint Master, Mint Siding, Secunderabad.
- (2) The Special Superintending Engineer, Himayat Sagar Project, H. E. H. the Nizam's Government, Hyderabad.
- (3) The Director, Electricity Department, Mint Siding, Secunderabad.

Charges on the consignments will be levied at Secunderabad rates and invoices will be issued to or from Secunderabad, as the case may be. Wagons will be labelled to “Mint Siding, Secunderabad” with the name of the consignee written on the labels.

(iii) *Other sidings.*—The following are the other private sidings open for receipt and despatch of traffic pertaining to the respective owners of the sidings only. The stations serving these sidings and the siding charges leviable are as shown below:—

| Name of the siding* | Stations serving the siding. | Charges to be levied on the siding. | Remarks. |
|---------------------------------------------------|------------------------------|-------------------------------------|----------------------------------------------------------------------------------------------|
| Oosmanshahi Mills siding .. | Nander | } Re. 1-0-0 per loaded wagon. | The siding charge in these cases is locally recoverable and should not be shown on invoices. |
| Nowroze Wadia siding .. | Ditto | | |
| Ganadia siding .. | Ditto | | |
| Akbar Press siding .. | Ditto | | |
| Bezongjee Pestonjee Mehrwanjee siding. | Umri | | |
| Rai Bahadur Bansilal Abirchand Factory siding. | Sailu | | |
| Gopal Vishnu Ginning and Pressing Factory siding. | Parbhani .. | | |
| Nizamsagar siding .. | Akanapet .. | | |
| Government Fuel Depot siding. | Hyderabad (M. G.) .. | | |
| Azam Jahi Mills siding .. | Warangal .. | | |

14. Lallaguda station.—(a) Lallaguda station, situated between Secunderabad and Maula Ali on the broad gauge section, is open for the receipt of Railway Materials and Stores to and from Loco. Workshops and the General Stores Depot of this railway. On traffic booked in wagon loads of 54 maunds and over a charge of Rs. 3 per wagon over and above the Secunderabad rates, is levied.

(b) *Mettuguda station.*—This station, situated on a siding taking off from Lallaguda, has been opened for the receipt and despatch of railway Materials and Stores to and from Engineering Workshops and General Stores of this Railway. The charge leviable between Lallaguda and Mettuguda is Rs. 3 per wagon irrespective of the wagon loaded.

[E. H. the Nizam's State Ry.

15. (A) The following are the distances and rates per ton for coal and coke between *via* WADI and the undermentioned stations:—

| Dis- tance. | Station. | Rate per ton. | Dis- tance. | Station. | Rate per ton. |
|----------------|-----------------------|------------------|----------------|-------------------------|------------------|
| Miles. | Broad Gauge. | Rs. a. p. | Miles. | Broad Gauge.—(Contd.) | Rs. a. p. |
| 10 | Chittapur .. | 0 4 6 | 121 | Secunderabad .. | 3 15 6 |
| 16 | Malkher Road .. | 0 9 1 | 124 | Maula Ali .. | 4 1 9 |
| 24 | Seram .. | 0 13 7 | 133 | Ghatkesar .. | 4 6 4 |
| 28 | Kurkunta .. | 0 13 7 | 141 | Bibinagar .. | 4 8 7 |
| 33 | Navandgi .. | 1 2 2 | 149 | Bhongir .. | 4 13 1 |
| 44 | Tandur .. | 1 6 8 | 153 | Raigir* .. | .. |
| 50 | Rukmapur .. | 1 11 3 | 157 | Wangapali .. | 5 1 8 |
| 57 | Dharur .. | 1 13 6 | 163 | Alir .. | 5 3 11 |
| 65 | Godamgura .. | 2 2 0 | 169 | Pembarti† .. | .. |
| 70 | Vikarabad .. | 2 4 4 | 172 | Jangaon .. | 5 10 9 |
| 84 | Morangpalli .. | 2 11 1 | 179 | Raghunathpalli .. | 5 13 0 |
| 93 | Marpalli† .. | .. | 190 | Ghanapur .. | 6 3 10 |
| 99 | Kohir (Nizam) .. | 3 4 2 | 198 | Pendial† .. | .. |
| 107 | Zaheerabad .. | 3 8 9 | 202 | Kazipet .. | 6 8 4 |
| 115 | Metulkunta† .. | .. | 210 | Kazipet Balharshah Ry.— | .. |
| 127 | Mohammadabad Bidar .. | 4 1 9 | 217 | Hasanparti Road .. | 6 12 11 |
| 141 | Halbarga† .. | .. | 225 | Oopal .. | 6 15 2 |
| 151 | Bhalki .. | 4 15 5 | 235 | Jumekunta .. | 7 3 8 |
| 160 | Kalgupur† .. | .. | 249 | Potkapalli .. | 7 8 3 |
| 166 | Kamalnagar .. | 5 6 2 | 260 | Pedapalli .. | 7 15 0 |
| 178 | Udgir (Nizam) .. | 5 13 0 | 269 | Ramgundam .. | 8 3 7 |
| 189 | Her .. | 6 1 2 | 281 | Mancherial .. | 8 8 1 |
| 196 | Chakur .. | 6 6 1 | 287 | Belampalli .. | 8 12 8 |
| 202 | Wadwal Nagnath† .. | .. | 296 | Rechni Road .. | 8 14 4 |
| 206 | Janwal .. | 6 10 7 | 305 | Asifabad Road .. | 9 3 5 |
| 212 | Karepur† .. | .. | 316 | Kothapeta .. | 9 8 0 |
| 216 | Pangaon .. | 6 15 2 | 323 | Sirpur .. | 9 12 6 |
| 224 | Ghat Nandur .. | 7 3 8 | 331 | Makudi .. | 10 1 1 |
| 238 | Purli Vajjnath .. | 7 10 6 | 342 | Wirur .. | 10 3 4 |
| 80 | Gollaguda .. | 2 8 10 | 208 | Manickgarh .. | 10 7 10 |
| 88 | Shankarpalli .. | 2 13 4 | 216 | Warangal .. | 6 12 11 |
| 95 | Nagalapalli† .. | .. | 227 | Chintalapalli .. | 6 15 2 |
| 100 | Lingampalle .. | 3 4 2 | 237 | Nekonda .. | 7 3 8 |
| 112 | Begampet* .. | .. | 246 | Kasamudram .. | 7 8 3 |
| 115 | Hyderabad Broad Gauge | 3 11 0 | 253 | Mahbubabad .. | 7 12 9 |
| | | | 258 | Gundrati Margoo .. | 8 1 4 |
| | | | | Garla .. | 8 3 7 |

* Not open for coal traffic.

† Open for traffic in "smalls" only.

H. E. H. the Nizam's State Ry.

The following are the distances and rates per ton for coal and coke between *via* WADI and the undermentioned stations.—(Concluded).—

| Dis- tance. | Station. | Rate per ton. | Dis- tance. | Station. | Rate per ton. |
|----------------|-------------------------|------------------|----------------|------------------------|------------------|
| Miles. | Broad Gauge.—(Concl'd.) | Rs. a. p. | Miles. | Metre Gauge.—(Contd.) | Rs. a. p. |
| | Mineral Branch.— | | 281 | Mugat .. | 8 14 11 |
| 261 | Dornakal Jn. .. | 8 3 7 | 289 | Nander .. | 9 3 5 |
| 271 | Karepalli .. | 8 8 1 | 296 | Limbgaon .. | 9 5 8 |
| 284 | Tadkalpudi .. | 8 14 11 | | | |
| 295 | Bhadrachellam Road .. | 9 3 5 | 301 | Churawa (a) .. | |
| 277 | Singareni Collieries .. | 8 10 4 | 296 | Purna .. | 9 5 8 |
| 266 | Papatapalli .. | 8 5 10 | | | |
| 275 | Khammameth .. | 8 10 4 | 310 | Purna—Hingoli Branch.— | |
| 285 | Chinta Kani .. | 8 14 11 | 317 | Basmathnagar .. | 9 12 6 |
| 293 | Bona Kalu .. | 9 3 5 | 317 | Chondi .. | 9 14 9 |
| | | | 324 | Sirli .. | 10 3 4 |
| 303 | Madira .. | 9 8 0 | 329 | Bolda .. | 10 5 7 |
| 313 | Yerupalayam .. | 9 12 6 | 334 | Kalamnuri Road .. | 10 7 10 |
| 316 | British Frontier† .. | | 346 | Hingoli (Deccan) .. | 10 12 5 |
| 319 | Gangineni .. | 9 14 9 | 287 | Mirkhel (a) .. | |
| 328 | Kondapalli .. | 10 3 4 | 284 | Pingli .. | 9 1 2 |
| 338 | Bezwadā .. | 10 7 10 | 278 | Parbhani .. | 8 14 11 |
| 338 | Via Bezwada .. | 10 7 10 | | | |
| | Metre Gauge. | | 257 | Gangakher .. | 8 3 7 |
| 130 | Bolarum .. | 4 6 4 | 248 | Wardgaon(a) .. | |
| 139 | Medchal .. | 4 10 10 | 296 | Manwath Road .. | 9 5 8 |
| 147 | Manoharabad .. | 4 15 4 | 305 | Sailu .. | 9 10 3 |
| 155 | Masaipet .. | 5 3 11 | 311 | Satona .. | 9 12 6 |
| 161 | Wadiaram .. | 5 6 2 | 317 | Usmanpur (a) .. | |
| 166 | Mirzapali .. | 5 8 5 | 322 | Partur .. | 10 1 0 |
| 172 | Akanapet .. | 5 13 0 | 330 | Ranjani .. | 10 5 7 |
| 177 | Bhiknur .. | 5 15 3 | 338 | Kodi .. | 10 10 1 |
| 183 | Talmadla .. | 6 1 6 | 349 | Jalna .. | 10 14 8 |
| 189 | Kamaredi .. | 6 6 1 | 354 | Dinagaon (a) .. | |
| 196 | Upalwai .. | 6 8 4 | 361 | Badnapur .. | 11 3 2 |
| 203 | Sirnappalli .. | 6 12 10 | 373 | Karmad .. | 11 10 0 |
| 207 | Indalwai .. | 6 12 10 | 382 | Chikalthana .. | 11 12 3 |
| 213 | Dichpali .. | 7 1 5 | 389 | Aurangabad .. | 12 0 9 |
| 221 | Nizamabad .. | 7 3 8 | 396 | Daulatabad .. | 12 3 1 |
| 230 | Navipet .. | 7 8 2 | 404 | Ellora Road .. | 12 7 7 |
| 239 | Basar .. | 7 12 9 | 409 | Lasur .. | 12 9 10 |
| 245 | Dharmabad .. | 7 15 0 | 417 | Parsoda .. | 12 12 2 |
| 254 | Karkheli .. | 8 3 7 | 426 | Rotagaon .. | 13 0 8 |
| 264 | Umri .. | 8 8 1 | 435 | Tarur .. | 13 5 2 |
| 272 | Sivungaon .. | 8 10 4 | 444 | Nagarao .. | 13 9 9 |
| 276 | Mudkhed .. | 8 12 7 | 459 | Manmad .. | 14 0 7 |
| | | | 459 | Via Manmad .. | 14 2 10 |

† This is not a station but the terminus of the Nizam's State Railway where the British Section commences.

(a) Open for traffic in "small" only.

H. E. H. the Nizam's State Ry.

15. (B) The following are the distances and rates per ton for Coal and Coke between *via* Bezwada and the undermentioned stations:—

| Distance | Stations | Rate per ton | Distance | Stations | Rate per ton |
|----------|-----------------------------|--------------|----------|----------------------------|--------------|
| Miles | Broad Gauge | Rs. a. p. | Miles | Broad Gauge | Rs. a. p. |
| 338 | Wadi | 10 7 10 | 170 | Pembarti† .. .. | .. .. |
| 338 | Via Wadi | 10 7 10 | 166 | Jangaon | 5 6 2 |
| 328 | Chittapur | 10 3 4 | 159 | Raghunathpalli | 5 3 11 |
| 324 | Malkher Road | 10 1 1 | 149 | Ghanapur | 4 13 1 |
| 315 | Seram | 9 12 6 | 141 | Pendial † .. .. | .. .. |
| | | | 136 | Kazipet | 4 6 4 |
| 310 | Kurkunta | 9 10 3 | | Kazipet-Balharshah Ry.— | |
| 305 | Navandgi | 9 8 0 | | Hasanparti Road | 4 10 10 |
| 294 | Tandur | 9 3 5 | 144 | Oopal | 4 15 5 |
| 288 | Rukmapur | 9 1 2 | 159 | Jumkeonta | 5 3 11 |
| 281 | Dharur | 8 12 8 | 169 | Potkapalli | 5 8 6 |
| 273 | Godamgura | 8 10 4 | | | |
| 268 | Vikarabad | 8 8 1 | 183 | Peddapalli | 5 15 3 |
| 282 | Morangpalli | 8 12 8 | 194 | Ramgundam | 6 6 1 |
| 291 | Marpalli † .. .. | .. .. | 203 | Mancheria | 6 10 7 |
| 297 | Kohir (Nizam) | 9 3 5 | 215 | Belampalli | 6 15 2 |
| 305 | Zaheerabad | 9 8 0 | 221 | Rechni Road | 7 1 5 |
| 313 | Metulkunta† .. .. | .. .. | 230 | Asifabad Road | 7 5 11 |
| 325 | Mohamadabad-Bidar | 10 1 1 | 239 | Kothapeta | 7 10 6 |
| 339 | Halbarga † .. .. | .. .. |  |  |  |
| 349 | Bhalki | 10 12 5 | 250 | Sirpur | 7 15 0 |
| 358 | Kalgupur † .. .. | .. .. | 265 | Wirur | 8 5 10 |
| 364 | Kamalnagar | 11 3 2 | 276 | Manikgarh | 8 10 4 |
| 376 | Udgir (Nizam) | 11 7 9 | 130 | Warangal ! | 4 4 1 |
| 387 | Her | 11 12 3 | 122 | Chintalapalli | 3 15 6 |
| 394 | Chakur | 12 0 10 | 111 | Nekonda | 3 11 0 |
| | | | 102 | Kasamudram | 3 4 2 |
| 400 | Wadwal Nagnath † .. .. | .. .. | 92 | Mahbubabad | 2 15 8 |
| 404 | Janwal | 12 5 4 | 85 | Gundrati Margoo | 2 13 4 |
| 410 | Karepur † .. .. | .. .. | 80 | Garla | 2 8 10 |
| 414 | Pangaon | 12 9 11 | | | |
| 422 | Ghat Nandur | 12 12 2 | | Mineral Branch— | |
| 436 | Purli-Vaijnath | 13 2 11 | 77 | Dornakal Jn. | 2 8 10 |
| 258 | Gollaguda | 8 3 7 | 87 | Karepalli | 2 13 4 |
| 251 | Shankarpalli | 7 15 0 | 100 | Tadkalpudi | 3 4 2 |
| 243 | Nagalapalle † .. .. | .. .. | 111 | Bhadrachalam Road | 3 11 0 |
| 238 | Lingampalle | 7 10 6 | 93 | Singareni Collieries | 2 15 8 |
| 227 | Begampet § .. .. | .. .. |  |  |  |
| 223 | Hyderabad Broad Gauge | 7 3 8 | 72 | Papatapalli | 2 6 7 |
| 218 | Secunderabad | 7 1 5 | 63 | Khammameth | 1 15 9 |
| 214 | Maula Ali | 6 15 2 | 53 | Chinta Kani | 1 11 3 |
| 205 | Ghatkesar | 6 10 7 | 45 | Bona Kalu | 1 6 8 |
| 197 | Bibinagar | 6 6 1 | 35 | Madira | 1 2 2 |
| | | | 25 | Yerupalayam | 0 13 7 |
| 189 | Bhongir | 6 1 6 | | Bezwada Extn. Ry.— | |
| 185 | Raigir * .. .. | .. .. | 22 | British Frontier † .. .. | .. .. |
| 181 | Wangapali | 5 15 3 | 19 | Gangineni | 0 9 1 |
| 175 | Alir | 5 10 9 | 10 | Kondapalli | 0 4 6 |

* Not open for Coal traffic.

† Open for traffic in "Smalls" only.

‡ This is not a station, but the terminus of the Nizam's State Railway where the British section commences.

§ Not open for through booking.

H. E. H. the Nizam's State Ry.

15. (B) The following are the distances and rates per ton for Coal and Coke between *via Bezwada* and the undermentioned stations.—(Concl'd.):

| Distance | Stations | Rate per ton | Distance | Stations | Rate per ton |
|----------|---------------------|--------------|----------|-----------------|--------------|
| Miles | Metre Gauge | Rs. a. p. | Miles | Metre Gauge | Rs. a. p. |
| 227 | Bolarum .. | 7 5 11 | 414 | Mirkhel (a) .. | .. |
| 236 | Medchal .. | 7 10 6 | 417 | Pingli .. | 12 12 2 |
| 244 | Manoharabad .. | 7 15 0 | 423 | Parbhani .. | 13 0 8 |
| 252 | Masaipet .. | 8 1 3 | 445 | Gangakur .. | 13 9 9 |
| 258 | Wadiaram .. | 8 5 10 | 446 | Wardgaon (a) .. | .. |
| 263 | Mirzapalli .. | 8 8 1 | 440 | Manwath Road .. | 13 7 6 |
| 269 | Akanapet .. | 8 10 4 | 449 | Sailu .. | 13 12 0 |
| 274 | Bhiknur .. | 8 12 7 | 455 | Satona .. | 13 14 3 |
| 280 | Talmadla .. | 8 14 11 | 461 | Usmanpur (a) .. | .. |
| 286 | Kamaredi .. | 9 1 2 | 466 | Partur .. | 14 2 10 |
| 293 | Upalwai .. | 9 5 8 | 475 | Ranjani .. | 14 7 4 |
| 300 | Sirnappalli .. | 9 8 0 | 482 | Kodi .. | 14 9 7 |
| 304 | Indalwai .. | 9 10 3 | 494 | Jalna .. | 15 0 5 |
| 310 | Dichpali .. | 9 12 6 | 499 | Dingaon (a) .. | .. |
| 318 | Nizamabad .. | 10 1 0 | 506 | Badnapur .. | 15 5 0 |
| 327 | Navipet .. | 10 3 4 | 518 | Karmad .. | 15 11 9 |
| 336 | Basar .. | 10 7 10 | 527 | Chikalthana .. | 15 14 0 |
| 342 | Dharmabad .. | 10 10 1 | 533 | Aurangabad .. | 16 2 7 |
| 351 | Karkheli .. | 10 14 8 | 541 | Daulatabad .. | 16 4 10 |
| 361 | Umri .. | 11 3 2 | 549 | Ellora Road .. | 16 9 5 |
| 369 | Sivungaon .. | 11 7 9 | 554 | Lasur .. | 16 11 8 |
| 373 | Mudkhed .. | 11 10 0 | 562 | Parsoda .. | 16 13 11 |
| 378 | Mugat .. | 11 12 3 | 571 | Rotagaon .. | 17 2 5 |
| 386 | Nander .. | 11 14 6 | 580 | Tarur .. | 17 7 0 |
| 393 | Limbgaon .. | 12 3 1 | 588 | Nagarsol .. | 17 11 6 |
| 400 | Churawa (a) .. | .. | 604 | Manmad .. | 18 2 4 |
| 405 | Purna .. | 12 7 7 | 604 | Via Manmad .. | 18 4 7 |
| | Purna-Hingoli Br.— | | | | |
| 419 | Basmathnagar .. | 12 14 5 | | | |
| 426 | Chondi .. | 13 0 8 | | | |
| 433 | Sirli .. | 13 5 2 | | | |
| 438 | Bolda .. | 13 7 6 | | | |
| 443 | Kalamnuri Road .. | 13 9 9 | | | |
| 455 | Hingoli (Deccan) .. | 13 14 3 | | | |

(a) Open for traffic in "Smalls" only.

H. E. H. the Nizam's State Ry.

15. (C) The following are the distances and rates per ton for Coal and Coke between *via* Manmad and the undermentioned stations:—

| Distance | Stations | Rate per ton† | Distance | Stations | Rate per ton† |
|----------|-----------------------|---------------|--------------------|-------------------|---------------|
| Miles | Metre Gauge | Rs. a. p. | Miles | Metre Gauge | Rs. a. p. |
| 391 | Hyderabad Metre Gauge | 9 4 0 | 203 | Gangakher .. | 7 10 6 |
| 386 | Secunderabad .. | | 221 | Purli-Vaijnath .. | 8 1 3 |
| 377 | Bolarum .. | | 164 | Manwath Road .. | 6 12 10 |
| 368 | Medchal .. | | 155 | Sailu .. | 6 10 7 |
| 360 | Manoharabad .. | | 149 | Satona .. | 6 8 4 |
| 352 | Masaipet .. | | 142 | Usmanbur (a) .. | .. 1 |
| 346 | Wadiaram .. | | 138 | Partur .. | 6 6 1 |
| 341 | Mirzapali .. | | 129 | Ranjani .. | 6 1 6 |
| 335 | Akanapet .. | | 122 | Kodi .. | 5 15 3 |
| 330 | Bhiknur .. | | 110 | Jalna .. | 5 6 2 |
| 324 | Talmadla .. | 9 3 5 | 105 | Dinagaon (a) .. | .. |
| 318 | Kamaredi .. | | 98 | Badnapur .. | 4 13 1 |
| 311 | Upalwai .. | | 86 | Karmad .. | 4 4 0 |
| 304 | Sirnarpalli .. | | 77 | Chikalthana .. | 3 13 3 |
| 300 | Indalwai .. | | 71 | Aurangabad .. | 3 8 8 |
| 294 | Dichpali .. | | 63 | Daulatabad .. | 3 1 11 |
| 286 | Nizamabad .. | | 57 | Ellora Road .. | 2 13 4 |
| 277 | Navipet .. | | 50 | Lasur .. | 2 8 10 |
| 268 | Basar .. | | 42 | Parsoda .. | 2 2 0 |
| 262 | Dharamabad .. | | 33 | Rotagaon .. | 1 11 2 |
| 253 | Karkheli .. | 8 5 10 | 24 | Tarur .. | 1 4 5 |
| 243 | Umri .. | | 16 | Nagarsol .. | 0 13 7 |
| 235 | Sivungaon .. | | Broad Gauge | | |
| 231 | Mudkhed .. | | 459 | Via Wadi .. | 9 4 0 |
| 226 | Mugat .. | | 459 | Wadi .. | |
| 218 | Nander .. | | 449 | Chittapur .. | |
| 211 | Limbgaon .. | | 445 | Malkher Road .. | |
| 204 | Churawa (a) .. | | 436 | Seram .. | |
| 199 | Purna .. | | 431 | Kurkunta .. | |
| 213 | Purna-Hingoli Branch— | | 426 | Navandgi .. | |
| 220 | Basmathnagar .. | | 415 | Tandur .. | |
| 227 | Chondi .. | | 409 | Rukmapur .. | |
| 232 | Sirli .. | | 402 | Dharur .. | |
| 237 | Bolda .. | 7 5 11 | 394 | Godamgura .. | 7 3 8 |
| 249 | Kalamnuri Road .. | | 389 | Vikarabad .. | |
| 249 | Hingoli (Deccan) .. | | 376 | Morangpalli .. | |
| 190 | Mirkhel (a) .. | | 367 | Marpalli (a) .. | |
| 187 | Pingli .. | | | | |
| 181 | Parbhani .. | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

(a) Open for traffic in smalls only.

† These rates include the Nizam's State Railway transshipment charge of Re. 0-2-3 per ton at Manmad.

H. E. H. the Nizam's State Ry.

15. (C) The following are the distances and rates per ton for Coal and Coke between *via* Mannad and the undermentioned stations.—(Concluded):—

| Distance | Stations | Rate per ton ¶ | Distance | Stations | Rate per ton ¶ |
|----------|-----------------------|----------------|----------|-------------------------|----------------|
| Miles | Broad Gauge | Rs. a. p. | Miles | Broad Gauge | Rs. a. p. |
| 361 | Kohir (Nizam) .. | } | 476 | Kazipet-Balharshah Ry.— | } |
| 352 | Zaheerabad .. | | 483 | Hasanparti Road .. | |
| 344 | Mettulkunta † .. | | 491 | Oopal .. | |
| 332 | Mohamadabad-Bidar .. | | 501 | Jumekoonta .. | |
| 323 | Khanapur (Nizam) † .. | } 9 4 0 | 515 | Potkapalli .. | } |
| 318 | Halbarga † .. | | 526 | Peddapalli .. | |
| 308 | Bhalki .. | | 535 | Ramgundam .. | |
| 299 | Kalgupur † .. | | 547 | Mancherial .. | |
| 293 | Kamalnagar .. | } | 553 | Belampalli .. | } |
| 281 | Udgir (Nizam) .. | | 562 | Rechni Road .. | |
| 271 | Her .. | | 571 | Asifabad Road .. | |
| 264 | Chakur .. | | 582 | Kothapeta .. | |
| 258 | Wadwal Nagnath† .. | } 8 12 7 | 589 | Sirpur .. | } |
| 253 | Janwal .. | | 597 | Makudi .. | |
| 248 | Karepur † .. | | 608 | Wirur .. | |
| 244 | Pangaon .. | | 608 | Manickgarh .. | |
| 236 | Ghat Nandur .. | } 8 8 1 | 474 | Warangal .. | } |
| 221 | Purli-Vaijnath .. | | 482 | Chintalapalli .. | |
| 400 | Gollaguda .. | | 493 | Nekonda .. | |
| 395 | Chitgidda† .. | | 502 | Kasamudram .. | |
| 419 | Shankarpalli .. | } | 512 | Mahbubabad .. | } 9 4 0 |
| 412 | Nagalapalle † .. | | 519 | Gundrati Margoo .. | |
| 407 | Lingampalle .. | | 524 | Garla .. | |
| 400 | Safdarnagar † .. | | 527 | Dornakal .. | |
| 395 | Begampet * .. | } | 536 | Karepalli .. | } |
| 390 | Maula Ali .. | | 550 | Tadkalpudi .. | |
| 399 | Ghatkesar .. | | 561 | Bhadrachalam Road .. | |
| 407 | Bibinagar .. | | 543 | Singareni Collieries .. | |
| 415 | Bhongir .. | } 9 4 0 | 532 | Papatapalli .. | } |
| 419 | Raigir * .. | | 541 | Khammameth .. | |
| 423 | Wangapali .. | | 551 | Chinta Kani .. | |
| 429 | Alir .. | | 559 | Bona Kalu .. | |
| 435 | Pembarti † .. | } | 569 | Madira .. | } |
| 438 | Jangaon .. | | 579 | Yerupalayam .. | |
| 445 | Raghunathpalli .. | | 572 | British Frontier † .. | |
| 455 | Ghanapur .. | | 585 | Gangineni .. | |
| 463 | Pendial † .. | } | 594 | Kondapalli .. | } |
| 468 | Kazipet .. | | 604 | Bezpada .. | |
| | | | 604 | Via Bezpada .. | |
| | | | | | |

¶ These rates include the Nizam's State Railway transhipment charge of Re. 0-2-3 per ton at Mannad.

* Not open for Coal traffic.

† Open for traffic in "Smalls" only.

‡ This is not a station, but the terminus of the Nizam's State Railway where the British Section commences.

H. E. H. the Nizam's State Ry.

(D) The following are the distances and rates per ton for Coal and Coke between *via* Balharshah and the undermentioned stations:—

| Distance | Stations | Rate per ton | Distance | Stations | Rate per ton |
|----------|-----------------------|--------------|----------|-------------------------|--------------|
| Miles | Broad Gauge | Rs. a. p. | Miles | Broad Gauge | Rs. a. p. |
| 348 | Wadi .. .. | .. .. | 224 | Maula Ali .. | 7 3 8 |
| 348 | <i>Via</i> Wadi .. .. | .. .. | 215 | Ghatkesar .. | 6 15 2 |
| 338 | Chitrapur | 10 7 10 | 207 | Bibinagar .. | 6 10 7 |
| 334 | Malkher Road .. | 10 5 7 | 199 | Bhongir | 6 8 4 |
| 325 | Seram | 10 1 1 | 191 | Wangapali .. | 6 3 10 |
| 320 | Kurkunta | 9 14 9 | 185 | Alir | 6 1 6 |
| 315 | Navandgi | 9 12 6 | 180 | Pembarti † .. | .. .. |
| 304 | Tandur | 9 8 0 | 176 | Jangaon | 5 10 9 |
| 298 | Rukmapur | 9 5 9 | 169 | Raghunathpalli .. | 5 8 6 |
| 291 | Dharur | 9 1 2 | 159 | Ghanapur | 5 3 11 |
| 283 | Godamgura | 8 14 11 | 151 | Pendial † .. .. | .. .. |
| 278 | Vikarabad | 8 12 8 | 146 | Kazipet | 4 13 1 |
| 292 | Morangpalli .. | 9 1 2 | 139 | Hasanparti Road .. | 4 8 7 |
| 301 | Marpalli † .. .. | .. .. | 132 | Oopal | 4 4 1 |
| 307 | Kohir (Nizam) .. | 9 8 0 | 124 | Jumekoonta .. | 4 1 9 |
| 315 | Zaheerabad | 9 12 6 | 114 | Potkapalli | 3 11 0 |
| 323 | Mettulkunta † .. | .. .. | 100 | Pedapalli | 3 4 2 |
| 335 | Mohamadabad-Bidar .. | 10 5 7 | 89 | Ramgundam .. | 2 13 4 |
| 349 | Halbarga † .. .. | .. .. | 80 | Mancherial .. | 2 8 10 |
| 359 | Bhalki | 11 0 11 | 68 | Belampalli .. .. | .. .. |
| 368 | Kalgupur † .. .. | .. .. | 62 | Rechni Road .. | 1 15 9 |
| 374 | Kamalnagar | 11 7 9 | 53 | Asifabad Road .. | 1 11 3 |
| 386 | Udgir (Nizam) .. | 11 12 3 | 44 | Kothapeta | 1 6 8 |
| 397 | Her | 12 0 10 | 33 | Sirpur | 1 2 2 |
| 404 | Chakur | 12 5 4 | 26 | Makudi | 0 13 7 |
| 410 | Wadwal Nagnath † .. | .. .. | 18 | Wirur | 0 9 1 |
| 414 | Janwal | 12 9 11 | 10 | Manickgarh .. | 0 4 6 |
| 420 | Karepur † .. .. | .. .. | 153 | Warangal | 4 15 5 |
| 424 | Pangaon | 12 14 5 | 161 | Chintalapalli .. | 5 3 11 |
| 432 | Ghat Nandur | 13 0 8 | 171 | Nekonda | 5 8 6 |
| 446 | Purli-Vajinath .. | 13 7 6 | 181 | Kasamudram .. | 5 15 3 |
| 268 | Gollaguda | 8 8 1 | 191 | Mahbubabad .. | 6 3 10 |
| 261 | Shankarpalle .. | 8 3 7 | 198 | Gundrati Margoo .. | 6 8 4 |
| 253 | Nagalapalli † .. .. | .. .. | 203 | Garla | 6 10 7 |
| 248 | Lingamapalle .. | 7 15 0 | 206 | Dornakal Jn. .. | 6 10 7 |
| .. | Begampet * .. .. | .. .. | 215 | Karepalli | 6 15 2 |
| 233 | Hyderabad Broad Gauge | 7 8 3 | 228 | Tadkulpadi .. | 7 5 11 |
| 228 | Secunderabad | 7 5 11 | 239 | Bhadrachellam Road .. | 7 10 6 |
| | | | 222 | Singareni Collieries .. | 7 1 5 |
| | | | 211 | Papatapalli .. | 6 12 11 |
| | | | 220 | Khammameth .. | 7 1 5 |

* Not open for Coal traffic.

† Open for traffic in "Smalls" only.

H. E. H. the Nizam's State Ry.

(D) The following are the distances and rates per ton for Coal and Coke between *via Balharshah* and the undermentioned stations.—(Concluded):—

| Distance | Stations | Rate per ton | Distance | Stations | Rate per ton |
|----------|-----------------------|--------------|----------|-----------------------|--------------|
| Miles | Broad Gauge | Rs. a. p. | Miles | Metre Gauge | |
| 230 | Chintakani .. | 7 5 11 | | Purna-Hingoli Branch— | |
| 237 | Bonakalu .. | 7 8 3 | | | |
| 248 | Madira .. | 7 15 0 | 429 | Basmathnagar .. | 10 3 10 |
| | | | 436 | Chondi .. | 10 3 10 |
| 257 | Yerupalayam .. | 8 1 4 | | | |
| .. | British Frontier † .. | .. | 443 | Sirli .. | 10 3 10 |
| | | | 448 | Bolda .. | 10 3 10 |
| 264 | Gangineni .. | 8 5 10 | | | |
| 272 | Kondapalli .. | 8 8 1 | 453 | Kalamunri Road .. | 10 3 10 |
| | | | 465 | Hingoli (Deccan) .. | 10 3 10 |
| 282 | Bezwada .. | 8 12 8 | | | |
| 282 | Via Bezwada .. | .. | 424 | Mirkhel (a) .. | .. |
| | | | 427 | Pingli .. | 10 3 10 |
| | Metre Gauge | | | | |
| | | | 433 | Parbhani .. | 10 3 10 |
| 237 | Bolarum .. | 7 10 6 | 455 | Gangakher .. | 10 3 10 |
| 246 | Medchal .. | 7 15 0 | | | |
| | | | 456 | Wardgaon (a) .. | .. |
| 254 | Manoharabad .. | 8 3 7 | 450 | Manmath Road .. | 10 3 10 |
| 262 | Masaipet .. | 8 5 10 | | | |
| | | | 459 | Sailu .. | 10 3 10 |
| 268 | Wadiaram .. | 8 10 4 | 465 | Satona .. | 10 3 10 |
| 273 | Mirzapalli .. | 8 12 7 | | | |
| | | | 472 | Usmanpur (a) .. | .. |
| 279 | Akanapet .. | 8 14 11 | 476 | Partur .. | 10 3 10 |
| 284 | Bhiknur .. | 9 1 2 | | | |
| | | | 485 | Ranjani .. | 10 3 10 |
| 290 | Talmadla .. | 9 3 5 | 492 | Kodi .. | 10 3 10 |
| 296 | Kamareidi .. | 9 5 8 | | | |
| | | | 504 | Jalna .. | 10 3 10 |
| 303 | Upalwai .. | 9 10 3 | 509 | Dinagaon (a) .. | .. |
| 310 | Sirnarpalli .. | 9 12 6 | | | |
| | | | 516 | Badnapur .. | 10 3 10 |
| 314 | Indalwai .. | 9 14 9 | 528 | Karmad .. | 10 3 10 |
| 320 | Dichpali .. | 10 1 0 | | | |
| | | | 537 | Chikalthane .. | 10 3 10 |
| 328 | Nizamabad .. | 10 3 10 | | | |
| 337 | Nairpet .. | 10 3 10 | 543 | Aurangabad .. | 10 3 10 |
| | | | | | |
| 346 | Basar .. | 10 3 10 | 551 | Daulatabad .. | 10 3 10 |
| 352 | Dharmabad .. | 10 3 10 | | | |
| | | | 559 | Ellora Road .. | 10 3 10 |
| 361 | Karkheli .. | 10 3 10 | | | |
| 371 | Umri .. | 10 3 10 | 564 | Lasur .. | 10 3 10 |
| | | | | | |
| 379 | Sivungaon .. | 10 3 10 | 572 | Parsoda .. | 10 3 10 |
| 383 | Mudkhed .. | 10 3 10 | | | |
| | | | 581 | Rotagaon .. | 10 3 10 |
| 388 | Mugat .. | 10 3 10 | | | |
| 396 | Nander .. | 10 3 10 | 590 | Tarur .. | 10 3 10 |
| | | | | | |
| 403 | Limbgaon .. | 10 3 10 | 598 | Nagarsol .. | 10 3 10 |
| 410 | Churawa (a) .. | .. | | | |
| | | | 614 | Manmad .. | 10 3 10 |
| 415 | Purna .. | 10 3 10 | 614 | Via Manmad .. | 10 6 1* |

* This rate includes the transhipment charge.

† This is not a station but the terminus of the Nizam's State Railway where the British Section commences.

(a) Open for traffic in "Smalls" only.

H. E. H. the Nizam's State Ry.

(E) The following are the distances and rates per ton for Coal and Coke between *via Balharshah*, *via Bezwada*, *via Manmad*, *via Dronachellam* and *via Wadi* and the undermentioned stations on the Secunderabad-Dronachellam Railway:—

| Distance from Secunderabad. | Stations. | <i>Via Balharshah.</i> (a) | | <i>Via Bezwada.</i> (a) | | <i>Via Manmad.</i> | | <i>Via Wadi. (a)</i> | | <i>Via Dronachellam.</i> | |
|-----------------------------|------------------------------------|-------------------------------|---------------|----------------------------|---------------|--------------------|---------------|----------------------|---------------|--------------------------|---------------|
| | | Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. |
| Mls. | Secunderabad-Dronachellam Section. | | Rs. a. p. | | Rs. a. p. | | Rs. a. p. | | Rs. a. p. | | Rs. a. p. |
| .. | Jamai Osmania* | .. | .. | 221 | .. | 389 | | 124 | .. | .. | .. |
| 5 | Hyderabad | 233 | .. | 223 | .. | 391 | | 126 | .. | 180 | 5 13 0 |
| 9 | Metre-gauge. Falaknuma .. | 237 | 7 8 3 | 227 | 7 3 8 | 395 | | 130 | 4 4 1 | 175 | 5 10 9 |
| 18 | Umdanagar .. | 246 | 7 12 9 | 236 | 7 8 3 | 404 | | 139 | 4 8 7 | 167 | 5 6 2 |
| 28 | Timmapur .. | 256 | 8 1 4 | 246 | 7 12 9 | 414 | | 149 | 4 13 1 | 157 | 5 1 8 |
| 37 | Shadnagar .. | 265 | 8 5 10 | 255 | 8 1 4 | 423 | | 158 | 5 1 8 | 148 | 4 13 1 |
| 46 | Balanagar .. | 274 | 8 10 4 | 264 | 8 5 10 | 432 | | 167 | 5 6 2 | 139 | 4 8 7 |
| 55 | Gullapalli .. | 283 | 8 14 11 | 273 | 8 10 4 | 441 | | 176 | 5 10 9 | 130 | 4 4 |
| 60 | Jadcharla .. | 288 | 9 1 2 | 278 | 8 12 8 | 446 | | 181 | 5 15 3 | 125 | 4 1 5 |
| 71 | Mahbubnagar | 299 | 9 5 9 | 289 | 9 1 2 | 457 | | 192 | 6 3 10 | 114 | 3 11 0 |
| 79 | Korur .. | 307 | 9 8 0 | 297 | 9 3 5 | 465 | 9 4 0† | 200 | 6 8 4 | 105 | 3 6 1 |
| 86 | Devarkadra .. | 314 | 9 12 6 | 304 | 9 8 0 | 472 | | 207 | 6 10 7 | 99 | 3 4 2 |
| 92 | Kaukuntla .. | 320 | 9 14 9 | 310 | 9 10 3 | 478 | | 213 | 6 15 2 | 92 | 2 15 8 |
| 96 | Kurumurti .. | 324 | 10 1 1 | 314 | 9 12 6 | 482 | | 217 | 6 15 2 | 89 | 2 13 4 |
| 104 | Wanaparti Road | 332 | 10 3 4 | 322 | 9 14 9 | 490 | | 225 | 7 3 8 | 81 | 2 11 1 |
| 110 | Shriramnagar .. | 338 | 10 7 10 | 328 | 10 3 4 | 496 | | 231 | 7 5 11 | 75 | 2 6 7 |
| 117 | Gadwal .. | 345 | 10 10 2 | 335 | 10 5 7 | 503 | | 238 | 7 10 6 | 68 | 2 4 4 |
| 122 | Poodoor .. | 350 | 10 12 5 | 340 | 10 7 10 | 508 | | 243 | 7 12 9 | 63 | 1 15 9 |
| 128 | Itkial .. | 356 | .. | 346 | .. | 514 | | 249 | .. | 57 | .. |
| 137 | Manopad .. | 365 | .. | 355 | .. | 523 | | 258 | .. | 49 | .. |
| | Allumpur Road | 375 | .. | 365 | .. | 531 | | 268 | .. | 39 | .. |
| | Kurnool Town | 379 | 11 10 0 | 369 | 11 5 6 | 537 | | 272 | 8 8 1 | 34 | 1 2 2 |
| | Ulindakonda .. | 394 | 12 0 10 | 384 | 11 12 3 | 552 | | 287 | 8 4 11 | 20 | 0 11 9 |
| .. | Veldurti .. | 401 | 12 3 1 | 391 | 11 14 6 | 559 | | 294 | 9 3 5 | 13 | 0 6 10 |
| .. | Dronachellam | 413 | .. | 403 | 12 5 4 | 571 | | 306 | 9 8 0 | .. | .. |

(a) These rates are exclusive of the transshipment charge of Re. 0-2-3 per ton at Secnderabad which must be levied in addition.

† This rate includes a transshipment charge of Re. 0-2-3 per ton due to the Nizam's State Railway at Manmad.

* Not open for traffic.

UDAIPUR-CHITORGARH RAILWAY.

1. **Coal, Coke and Patent fuel—Basis for charge.**—The scale of rates leviable on Public Coal, Coke and Patent Fuel over the Udaipur-Chitorgarh Railway is the same as on the East Indian Railway, but applies on the local distance of the Udaipur-Chitorgarh Railway separately and not on through distance.

2. **Minimum distance for charge.**—The minimum distance for charge over the Udaipur-Chitorgarh Railway is 25 miles.

3. The following are the distances and rates per ton for Coal, Coke and Patent Fuel for the Public from *via* Chitorgarh and *via* Phulad to the undermentioned stations on the Udaipur-Chitorgarh Railway:—

| Station | From <i>via</i> Chitorgarh. | | From <i>via</i> Phulad. | |
|---------------------------------|-----------------------------|---------------|-------------------------|---------------|
| | Distance. | Rate per ton. | Distance. | Rate per ton. |
| | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Chitorgarh and <i>via</i> .. .. | ... | ..... | 123 | 2 13 0 |
| Gosunda | 10 | 0 9 0 | 115 | 2 11 0 |
| Pandoli | 17 | 0 9 0 | 107 | 2 9 0 |
| Kapasin | 22 | 0 9 0 | 101 | 2 7 0 |
| Karera | 28 | 0 11 0 | 94 | 2 4 0 |
| Fatehnagar | 37 | 0 14 0 | 87 | 2 0 0 |
| Mavli Jn. | 45 | 1 0 0 | 78 | 1 14 0 |
| Bhimal | 49 | 1 2 0 | 83 | 2 0 0 |
| Khemli | 56 | 1 4 0 | 89 | 2 2 0 |
| Debari * | 63 | 1 7 0 | 96 | 2 4 0 |
| Udaipur | 69 | 1 9 0 | 102 | 2 7 0 |
| Nathdwara | 55 | 1 4 0 | 68 | 1 9 0 |
| Kankroli | 64 | 1 9 0 | 59 | 1 7 0 |
| Koaria | 73 | 1 11 0 | 50 | 1 2 0 |
| Lawa-Sadargarh | 82 | 2 0 0 | 41 | 1 0 0 |
| Garbor Road | 88 | 2 2 0 | 35 | 0 14 0 |
| Kuanthal | 97 | 2 4 0 | 26 | 0 9 0 |
| Deogarh-Madaria | 106 | 2 7 0 | 17 | 0 9 0 |
| Khambli Ghat | 110 | 2 9 0 | 13 | 0 9 0 |
| Phulad and <i>via</i> | 123 | 2 13 0 | ... | ..... |

* Not open for through booking.

4. **Rate for Charcoal.**—Charcoal O. R., L., W/160 is charged over this Railway at Schedule C/D rate, subject to a minimum charge of Rs. 10-0-0 per four-wheeled Metre-gauge wagon.

5. **Coal for the use of Udaipur-Chitorgarh Railway—Basis for charge for.**—Coal for the use of Udaipur-Chitorgarh Railway is charged at 10 pie per maund per mile over Udaipur-Chitorgarh Railway.

U. C. Ry.

Table of through rates per ton for Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways, at owner's risk in full wagon loads from the under-mentioned E. I. Railway Colliery stations to the following stations on the Udaipur-Chitorgarh Railway.

| Station | Ondal | Ukhra | Pandaveswar | Samia No. 4 | Dhruloh Siding | Palasthali | Panchra | Route |
|-----------|-------------|-------------|-------------|-------------|----------------|-------------|-------------|------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kapasin | ... 11 7 6 | ... 11 9 6 | ... 11 9 6 | ... 11 9 6 | ... 11 9 6 | ... 11 11 6 | ... 11 9 6 | Via Agra East Bank and Chitorgarh. |
| Karera | ... 11 9 6 | ... 11 11 6 | ... 11 11 6 | ... 11 11 6 | ... 11 11 6 | ... 11 13 6 | ... 11 11 6 | " |
| Khemli | ... 11 2 6 | ... 12 4 6 | ... 12 4 6 | ... 12 4 6 | ... 12 4 6 | ... 12 6 6 | ... 12 4 6 | " |
| Mavli Jn. | ... 11 14 6 | ... 12 0 6 | ... 12 0 6 | ... 12 0 6 | ... 12 0 6 | ... 12 2 6 | ... 12 0 6 | " |
| Udaipur | ... 12 7 6 | ... 12 9 6 | ... 12 9 6 | ... 12 9 6 | ... 12 9 6 | ... 12 11 6 | ... 12 9 6 | " |

| Station | Raniganj | Raniganj Siding | Raniganj Ghat | Kalpahari | Asansol | Dhadka | Jainti Siding | Route |
|-----------|-------------|-----------------|---------------|-------------|-------------|-------------|---------------|------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kapasin | ... 11 7 6 | ... 11 7 6 | ... 11 7 6 | ... 11 7 6 | ... 11 4 6 | ... 11 7 6 | ... 11 7 6 | Via Agra East Bank and Chitorgarh. |
| Karera | ... 11 9 6 | ... 11 9 6 | ... 11 9 6 | ... 11 9 6 | ... 11 6 6 | ... 11 9 6 | ... 11 9 6 | " |
| Khemli | ... 12 2 6 | ... 12 2 6 | ... 12 2 6 | ... 12 2 6 | ... 11 15 6 | ... 12 2 6 | ... 12 2 6 | " |
| Mavli Jn. | ... 11 14 6 | ... 11 14 6 | ... 11 14 6 | ... 11 14 6 | ... 11 11 6 | ... 11 14 6 | ... 11 14 6 | " |
| Udaipur | ... 12 7 6 | ... 12 7 6 | ... 12 7 6 | ... 12 7 6 | ... 12 4 6 | ... 12 7 6 | ... 12 7 6 | " |

| Station | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kapasin | ... 11 7 6 | ... 11 4 6 | ... 11 4 6 | ... 11 4 6 | ... 11 4 6 | ... 11 4 6 | ... 11 4 6 | Via Agra East Bank and Chitorgarh. |
| Karera | ... 11 9 6 | ... 11 6 6 | ... 11 6 6 | ... 11 6 6 | ... 11 6 6 | ... 11 6 6 | ... 11 6 6 | " |
| Khemli | ... 12 2 6 | ... 11 15 6 | ... 11 15 6 | ... 11 15 6 | ... 11 15 6 | ... 11 15 6 | ... 11 15 6 | " |
| Mavli Jn. | ... 11 14 6 | ... 11 11 6 | ... 11 11 6 | ... 11 11 6 | ... 11 11 6 | ... 11 11 6 | ... 11 11 6 | " |
| Udaipur | ... 12 7 6 | ... 12 4 6 | ... 12 4 6 | ... 12 4 6 | ... 12 4 6 | ... 12 4 6 | ... 12 4 6 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and a transhipment charge of Re. 0-4-6 per ton leviable at Agra East Bank.

N.B.—(i) A surcharge of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on soft coke).

(ii) A surcharge Cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

| Station | Kaloobathan | Dhanbad | Kusunda, Iheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-----------|-------------|-----------|-------------------------------------------|-----------|-------------|----------------|-----------|------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kapasin | ... 11 2 6 | 11 2 6 | 11 2 6 | 11 9 6 | 11 9 6 | 11 9 6 | 11 7 6 | Via Agra East Bank and Chitorgarh. |
| Karera | ... 11 4 6 | 11 4 6 | 11 4 6 | 11 11 6 | 11 11 6 | 11 11 6 | 11 9 6 | " |
| Khemli | ... 11 13 6 | 11 13 6 | 11 13 6 | 12 4 6 | 12 4 6 | 12 4 6 | 12 2 6 | " |
| Mavli Jn. | ... 11 9 6 | 11 9 6 | 11 9 6 | 12 0 6 | 12 0 6 | 12 0 6 | 11 14 6 | " |
| Udaipur | ... 12 2 6 | 12 2 6 | 12 2 6 | 12 9 6 | 12 9 6 | 12 9 6 | 12 7 6 | " |

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulta | Gaurangdi | Route |
|-----------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kapasin | ... 11 7 6 | 11 7 6 | 11 7 6 | 11 7 6 | 11 7 6 | 11 7 6 | 11 9 6 | Via Agra East Bank and Chitorgarh. |
| Karera | ... 11 9 6 | 11 9 6 | 11 9 6 | 11 9 6 | 11 9 6 | 11 9 6 | 11 11 6 | " |
| Khemli | ... 12 2 6 | 12 2 6 | 12 2 6 | 12 2 6 | 12 2 6 | 12 2 6 | 12 4 6 | " |
| Mavli Jn. | ... 11 14 6 | 11 14 6 | 11 14 6 | 11 14 6 | 11 14 6 | 11 14 6 | 12 0 6 | " |
| Udaipur | ... 12 7 6 | 12 7 6 | 12 7 6 | 12 7 6 | 12 7 6 | 12 7 6 | 12 9 6 | " |

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka Kana | Ray | Route |
|-----------|-------------|----------------|-------------|-----------|-------------|------------|-----------|------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Kapasin | ... 10 4 6 | 10 4 6 | 11 0 6 | 11 2 6 | 11 4 6 | 11 4 6 | 11 0 6 | Via Agra East Bank and Chitorgarh. |
| Karera | ... 10 6 6 | 10 6 6 | 11 2 6 | 11 4 6 | 11 6 6 | 11 6 6 | 11 2 6 | " |
| Khemli | ... 10 15 6 | 10 15 6 | 11 11 6 | 11 13 6 | 11 15 6 | 11 15 6 | 11 11 6 | " |
| Mavli Jn. | ... 10 11 6 | 10 11 6 | 11 7 6 | 11 9 6 | 11 11 6 | 11 11 6 | 11 7 6 | " |
| Udaipur | ... 11 4 6 | 11 4 6 | 12 0 6 | 12 2 6 | 12 4 6 | 12 4 6 | 12 0 6 | " |

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and a transhipment charge of Re. 0-4-6 per ton leviable at Agra East Bank.

N. B.—(i) A surcharge of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on Soft Coke).

(ii) A surcharge Cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

JODHPUR RAILWAY.

1. Basis of charge.—The scale of rates for the carriage of Coal, Coke and Patent Fuel is the same as on the East Indian Railway.

(a) **Coal in less than a wagon load.**—These consignments are charged for as a full wagon load unless the coal is bagged, in which case it is charged for at 10 pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk. Consignments booked at Railway Risk are charged at first class rate.

2. Surcharge on Coal, Coke and Patent fuel.—A surcharge of 12½ per cent. on the existing total freight charges (inclusive of terminals, transshipment and other extra charges due) subject to a maximum rate of Re. 1-0-0 per ton is leviable on Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways booked from stations on the East Indian and Bengal Nagpur Railways and lines worked by these Railways subject to the following exception:—

Soft Coke, which is unsuitable for metallurgical purposes, is exempted from this surcharge.

3. Surcharge Cess on Soft Coke.—A surcharge Cess of Re. 0-2-0 per ton is leviable on Soft Coke originating at the Collieries situated in the provinces of Bengal, Bihar and Orissa, *vide* paragraph 9, page 27 of this Tariff.

4. Terminal charge.—A terminal charge of Re. 0-4-0 per ton is levied by the Jodhpur Railway on Public Coal, Coke and Patent Fuel booked to stations on this Railway. This terminal charge is not levied on cross traffic over the Jodhpur Railway.

5. Loading and unloading charges.—When the Railway Company are required to load or unload an extra charge of Re. 0-6-10 per ton for each operation must be levied.

6. Transshipment charge.—So far as this Railway is concerned no transshipment charge is levied by the Jodhpur Railway on Coal, Coke and Patent Fuel booked *via* Hyderabad (Sind).

7. Sidings.—(a) Jodhpur Loco. and Stores Siding at Jodhpur is open for Coal in full wagon loads intended for the Loco., Carriage and Wagon Superintendent, Jodhpur Railway, Jodhpur, and the Controller of Stores, Jodhpur Railway, Jodhpur. Consignments should be booked, invoiced and labelled to the "Loco. and Stores Siding, Jodhpur" and not "Jodhpur" station. The rates chargeable on Coal booked to the siding are the same as to Jodhpur station. Consignments for the two Departments should not be mixed together but booked in separate wagons.

(b) Coal intended for Phalumall Motiram's private siding at Mirpur Khas should be booked and invoiced to Mirpur Khas station. No siding charge is leviable.

(c) Coal consignments booked to Messrs. Abdulla and Sons for Jodhpur Flour Mill must be consigned to Raika Bag Palace. The Station Master, Raika Bag Palace, will arrange delivery in the Electrical and Mechanical Engineer's Siding at Jodhpur where the siding charge will be recovered.

8. Coke Breeze.—Coke Breeze is charged at the same rates as for Coke.

J. Ry.

9. Charcoal.—(a) Charcoal is charged over Jodhpur Railway at C-D schedule rates, O. R., W-200, L.

(b) The following are the special rates for Charcoal, O. R., W-200, L:—

| Station from | Station to | Rate per maund. | | | |
|-------------------------|--------------------|-----------------|--------------|---------------|-----------|
| | | J. Ry. | British Sec. | M. K. Branch. | Total. |
| | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Shadipalli | Via Marwar Ry. Jn. | 0 3 5 | 0 1 1 | .. | 0 4 6 |
| Hiral | Ditto .. | 0 3 6 | 0 0 10 | .. | 0 4 4 |
| Doro Naro | Ditto .. | 0 3 6 | 0 0 9 | .. | 0 4 3 |
| Chhor | Ditto .. | 0 3 7 | 0 0 6 | .. | 0 4 1 |
| Jamrao | Ditto .. | 0 3 5 | 0 1 2 | .. | 0 4 7 |
| Mirpur Khas .. | Ditto .. | 0 3 5 | 0 1 3 | .. | 0 4 8 |
| Ratanabad .. . | Ditto .. | 0 3 5 | 0 1 4 | .. | 0 4 9 |
| Bulghai | Ditto .. | 0 3 5 | 0 1 4 | .. | 0 4 9 |
| Kamaro Shariff .. | Ditto .. | 0 3 5 | 0 1 5 | .. | 0 4 10 |
| Tando Abahyar .. | Ditto .. | 0 3 5 | 0 1 6 | .. | 0 4 11 |
| Khesano Nasarpur Rd. .. | Ditto .. | 0 3 5 | 0 1 7 | .. | 0 5 0 |
| Tando Jam | Ditto .. | 0 3 4 | 0 1 8 | .. | 0 5 0 |
| Rahuki | Ditto .. | 0 3 4 | 0 1 9 | .. | 0 5 1 |
| Mirani | Ditto .. | 0 3 5 | 0 1 9 | .. | 0 5 2 |
| Hyderabad (Sind) .. | Ditto .. | 0 3 4 | 0 1 10 | .. | 0 5 2 |
| Hasisar | Ditto .. | 0 3 6 | 0 0 8 | .. | 0 4 2 |
| Pithoro | Ditto .. | 0 3 6 | 0 0 11 | .. | 0 4 5 |
| Nasabad | Ditto .. | 0 4 6 | .. | 0 0 9 | 0 5 3 |
| Patoyun | Ditto .. | 0 4 6 | .. | 0 0 7 | 0 5 1 |

J. Ry.

Table of distances between *via* Sujangarh, *via* Chilo, *via* Kuchaman Road and *via* Marwar Railway Junctions and the undermentioned stations:—

| Station. | Distances. | | | | Station. | Distances. | | | |
|--------------------------|-----------------------|-------------------|------------------------------|-------------------------------|---------------------------------|-----------------------|-------------------|------------------------------|-------------------------------|
| | <i>Via</i> Sujangarh. | <i>Via</i> Chilo. | <i>Via</i> Kuchaman Road Jn. | <i>Via</i> Marwar Railway Jn. | | <i>Via</i> Sujangarh. | <i>Via</i> Chilo. | <i>Via</i> Kuchaman Road Jn. | <i>Via</i> Marwar Railway Jn. |
| | Miles. | Miles. | Miles. | Miles. | | Miles. | Miles. | Miles. | Miles. |
| Kuchaman Road | 112 | 132 | .. | 201 | Asaranada .. | 138 | 104 | 118 | 83 |
| and <i>via</i> . | | | | | Banar .. | 149 | 115 | 129 | 72 |
| Naranpura .. | 102 | 122 | 10 | 191 | Raika Bag Palace | 157 | 123 | 137 | 64 |
| Makrana .. | 94 | 114 | 18 | 183 | Jodhpur § .. | 157 | 123 | 137 | 64 |
| Makrana-Parbatsar Br.— | | | | | Jodhpur-Phalodi Railway— | | | | |
| Parbatsar City | 114 | 134 | 38 | 203 | Mahamandir* | 157 | 123 | 137 | 64 |
| Bidiad (b) .. | 102 | 122 | 26 | 191 | Mandor .. | 163 | 129 | 143 | 70 |
| Borawar .. | 90 | 110 | 22 | 179 | Daijar* .. | 167 | 133 | 147 | 74 |
| Besroli .. | 83 | 103 | 29 | 172 | Manaklao* .. | 172 | 138 | 152 | 79 |
| Gachhipura .. | 76 | 96 | 36 | 165 | Marwar | | | | |
| Degana .. | 66 | 86 | 46 | 155 | Mathania .. | 178 | 144 | 158 | 85 |
| Kiroda .. | 59 | 93 | 53 | 162 | Osian .. | 193 | 159 | 173 | 100 |
| Khatu .. | 51 | 101 | 61 | 170 | Bhikamkor .. | 202 | 168 | 182 | 109 |
| Badabra .. | 46 | 106 | 66 | 175 | Samrau .. | 208 | 174 | 188 | 115 |
| Run .. | 40 | 112 | 72 | 181 | Dhelana* .. | 215 | 181 | 195 | 122 |
| Khunkhuna .. | 36 | 116 | 76 | 185 | Marwar | | | | |
| Ballia Salt Siding | 29 | 123 | 83 | 192 | Lohawat .. | 220 | 186 | 200 | 127 |
| Didwana .. | 25 | 127 | 87 | 196 | Banaser .. | 229 | 195 | 209 | 136 |
| Sanvrad .. | 17 | 135 | 95 | 204 | Phalodi .. | 238 | 204 | 218 | 145 |
| Balsamand .. | 12 | 140 | 100 | 209 | Basni .. | 161 | 127 | 141 | 60 |
| Jaswantgarh .. | 3 | 149 | 109 | 218 | Salawas .. | 167 | 133 | 147 | 54 |
| Ladnun (<i>via</i>) | 6 | 146 | 106 | 215 | Hanwant .. | 173 | 139 | 153 | 48 |
| Jaswantgarh)† | | | | | Luni Jn. .. | 177 | 143 | 157 | 44 |
| Sujangarh and <i>via</i> | .. | 152 | 112 | 221 | Rohat .. | 185 | 151 | 165 | 36 |
| Jalsu .. | 73 | 79 | 53 | 148 | Kairla .. | 193 | 159 | 173 | 28 |
| Ren .. | 81 | 71 | 61 | 140 | Marwar Pali .. | 202 | 168 | 182 | 19 |
| Kheduli (b) .. | 86 | 66 | 66 | 135 | Bomadra .. | 208 | 174 | 188 | 13 |
| Merta Road .. | 93 | 59 | 73 | 128 | Rajkiawas .. | 215 | 181 | 195 | 6 |
| Merta City .. | 102 | 68 | 82 | 137 | Marwar Ry. Jn. and <i>via</i> . | 221 | 187 | 201 | .. |
| Jogi Magra .. | 99 | 65 | 79 | 122 | Marwar Ranawas | 231 | 197 | 211 | 10 |
| Gotan .. | 105 | 71 | 85 | 116 | Phulad .. | 237 | 203 | 217 | 16 |
| Urned .. | 116 | 82 | 96 | 105 | Sultana .. | 180 | 146 | 160 | 47 |
| Pipar Road .. | 128 | 94 | 108 | 93 | Dudia .. | 185 | 151 | 165 | 52 |
| Pipar Bilara Br.— | | | | | Dundara .. | 192 | 158 | 172 | 59 |
| Pipar City .. | 143 | 106 | 120 | 105 | Ajit .. | 200 | 166 | 180 | 67 |
| Bhawi .. | 158 | 124 | 138 | 123 | Samdari .. | 206 | 172 | 186 | 73 |
| Bilara .. | 167 | 133 | 147 | 132 | Sanwaria .. | 212 | 178 | 192 | 79 |
| | | | | | Rakhi .. | 218 | 184 | 198 | .. |
| | | | | | Mokalsar .. | 222 | 188 | 202 | 89 |
| | | | | | Balwara .. | 231 | 197 | 211 | 98 |

* Not open for Coal, Coke and Patent fuel in Full wagon loads.

† These distances apply only in the case of Coal, Coke and Patent fuel. The actual distance from Jaswantgarh to Ladnun is 7 miles.

§ Not open for inward booking of Public Coal and Coke, except when consigned to or intended for Superintendent, Central Jail, Jodhpur and Electrical and Mechanical Engineer, Jodhpur.

(b) Not open for through booking.

| Station. | Distances. | | | | Station. | Distances. | | | |
|--------------------|----------------|------------|-----------------------|------------------------|------------------------------------------------|----------------|------------|-----------------------|------------------------|
| | Via Sujangarh. | Via Chilo. | Via Kuchaman Road Jn. | Via Marwar Railway Jn. | | Via Sujangarh. | Via Chilo. | Via Kuchaman Road Jn. | Via Marwar Railway Jn. |
| | Miles. | Miles. | Miles. | Miles. | | Miles. | Miles. | Miles. | Miles. |
| Bishengarh .. | 235 | 201 | 215 | 102 | Pithoro-Jamrao Loop Section— (Via Pithoro)— | | | | |
| Jalor .. | 243 | 209 | 223 | .. | Sali Bhambro .. | 431 | 397 | 411 | 298 |
| Marwar Bagra .. | 254 | 220 | 234 | 121 | Muhammad .. | 434 | 400 | 414 | 301 |
| Bakra Road .. | 261 | 227 | 241 | 128 | Rahim Kalru. | | | | |
| Modran .. | 264 | 230 | 244 | 131 | Samaro Road .. | 439 | 405 | 419 | 306 |
| Bheempura .. | 270 | 236 | 250 | 137 | Kinjhejhi .. | 446 | 412 | 426 | 313 |
| Ledarmer .. | 275 | 241 | 255 | 142 | Kunri (Sind) .. | 450 | 416 | 430 | 317 |
| Marwar Bhinmal | 281 | 247 | 261 | 148 | Nabisar Road .. | 461 | 427 | 441 | 328 |
| Marwar Kori .. | 288 | 254 | 268 | 155 | Talhi .. | 466 | 432 | 446 | 333 |
| Malwara .. | 296 | 262 | 276 | 163 | Fazl Bhambro .. | 472 | 438 | 452 | 339 |
| Raniwara .. | 301 | 267 | 281 | 168 | Naukot (Sind) .. | 476 | 442 | 456 | 343 |
| Parlu .. | 216 | 182 | 196 | 83 | Rosanabad .. | 481 | 447 | 461 | 348 |
| Janiana .. | 221 | 187 | 201 | 88 | Jhudo .. | 486 | 452 | 466 | 353 |
| Balotra .. | 227 | 193 | 207 | 94 | Via Jamrao— | | | | |
| Pachpadra .. | 237 | 203 | 217 | 104 | Tando Jan .. | 480 | 446 | 460 | 347 |
| Tilwara .. | 236 | 202 | 216 | 103 | Mahomed. | | | | |
| Gole .. | 243 | 209 | 223 | 110 | Digri .. | 471 | 437 | 451 | 338 |
| Bhimarai* .. | 251 | 217 | 231 | 118 | Kachelo .. | 465 | 431 | 445 | 332 |
| Baitu .. | 258 | 224 | 238 | 125 | Jamesabad .. | 458 | 424 | 438 | 325 |
| Baniya Sanda | | | | | Jhuluri .. | 447 | 413 | 427 | 314 |
| Dhora. § | 266 | 232 | 246 | 133 | Saindad .. | 426 | 392 | 406 | 293 |
| Kavas .. | 273 | 239 | 253 | 140 | Shadipalli .. | 431 | 397 | 411 | 298 |
| Utarlai .. | 280 | 246 | 260 | 147 | Jamrao Jn. .. | 439 | 405 | 419 | 306 |
| Barmer .. | 287 | 253 | 267 | 154 | Mirpur Khas .. | 444 | 410 | 424 | 311 |
| Ati Malani .. | 291 | 257 | 271 | 158 | Mirpur Khas— | | | | |
| Jasai .. | 298 | 264 | 278 | 165 | Khadro Br.— | | | | |
| Khadeen .. | 305 | 271 | 285 | 172 | (Via Mirpur | | | | |
| Bhachbhar .. | 313 | 279 | 293 | 180 | Khas)— | | | | |
| Ramsar .. | 321 | 287 | 301 | 188 | Khan (Sind) .. | 454 | 420 | 434 | 321 |
| Gagaria .. | 327 | 293 | 307 | 194 | Nazikabad .. | 459 | 425 | 439 | 326 |
| Gadra Road .. | 336 | 302 | 316 | 203 | Patoyun .. | 465 | 431 | 445 | 332 |
| Tamlor .. | 341 | 307 | 321 | 208 | Nao-abad .. | 471 | 437 | 451 | 338 |
| Lilma .. | 348 | 314 | 328 | 215 | Bobi Road .. | 478 | 444 | 458 | 345 |
| Jaisingder .. | 355 | 321 | 335 | 222 | Jhol .. | 485 | 451 | 465 | 352 |
| Munabao .. | 360 | 326 | 340 | 227 | Sinjhoro .. | 494 | 460 | 474 | 361 |
| Khokhropar .. | 367 | 333 | 347 | 234 | Rajar Sind .. | 499 | 465 | 479 | 366 |
| Vasar Bah .. | 374 | 340 | 354 | 241 | Khadro .. | 506 | 472 | 486 | 373 |
| Jalu-jo-Chaunro§ | 381 | 347 | 361 | 248 | Ratanabad .. | 448 | 414 | 428 | 315 |
| Parche-Ji-Veri (b) | 388 | 354 | 368 | 255 | Sultanabad .. | 453 | 419 | 433 | 320 |
| New Chhor .. | 394 | 360 | 374 | 261 | Kamro Shariff .. | 459 | 425 | 439 | 326 |
| Chhor .. | 397 | 363 | 377 | 264 | Tando Alahyar .. | 463 | 429 | 443 | 330 |
| Hasisar .. | 403 | 369 | 383 | 270 | Tajpur Nasarpur | 470 | 436 | 450 | 337 |
| Dhoro Naro .. | 410 | 376 | 390 | 277 | Road. | | | | |
| Hiral .. | 416 | 382 | 396 | 283 | Tando Jam .. | 475 | 441 | 455 | 342 |
| Pithoroq .. | 422 | 388 | 402 | 289 | Rahuki .. | 479 | 445 | 459 | 346 |
| | | | | | Mirrani .. | 483 | 449 | 463 | 350 |
| | | | | | Hyderabad (Sind) | 486 | 452 | 466 | 353 |
| | | | | | and via. | | | | |
| | | | | | Khajwana .. | 107 | 45 | 87 | 142 |
| | | | | | Marwar Mundwa | 118 | 34 | 98 | 153 |
| | | | | | Nagaur .. | 128 | 24 | 108 | 163 |
| | | | | | Badwasi .. | 137 | 16 | 116 | 171 |
| | | | | | Alai .. | 143 | 9 | 123 | 178 |
| | | | | | Chilo Jn. and via | 152 | .. | 132 | 187 |

* Not open for Coal, Coke and Patent fuel in full wagon loads.

§ Closed.

(b) Not open for through booking.

J. Ry.

Table of through rates per ton for Public Coal, Coke and Patent Fuel in full wagon loads, at owner's risk, L. ; from the undermentioned E. I. Railway Colliery stations to the following stations on the Jodhpur Railway.

N. B.—The rates for Coal, Coke and Patent Fuel for the use of Foreign Railways booked to the undermentioned stations except Jodhpur are Re. 0-4-0 per ton less than the rates quoted for Public Coal, as the Jodhpur Railway terminal charge is not levied in such cases.

| Station | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Palasthall | Panchra | Route |
|-------------------|-------------|-------------|--------------|----------------|--------------|--------------|--------------|---------------------------------------|
| Bakra Road | Rs. a. 11 9 | Rs. a. 11 9 | Rs. a. 11 11 | Rs. a. 11 11 | Rs. a. 11 11 | Rs. a. 11 14 | Rs. a. 11 11 | Via Agra East Bank and Kuchaman Road. |
| Barmer ... | 11 11 | 11 14 | 11 14 | 11 14 | 11 14 | 12 0 | 11 14 | Ditto |
| Bhawi ... | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | 11 0 | 11 0 | Ditto & Pipar Roadt |
| Chhor ... | 12 9 | 12 9 | 12 9 | 12 11 | 12 9 | 12 11 | 12 11 | Ditto |
| Chilo Jn. | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | Ditto |
| Degana ... | 10 2 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 5 | Ditto |
| Digri ... | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | Ditto & Jamrao. |
| Dhoro Naro | 12 9 | 12 11 | 12 11 | 12 11 | 12 11 | 12 13 | 12 11 | Ditto |
| Fazl Bhambro | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | Ditto & Jamrao. |
| Jaswantgarh | 10 9 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | Ditto |
| Jamesabad | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | 13 2 | 13 2 | Ditto & Jamrao. |
| Jodhpur (a) | 10 10 | 10 10 | 10 10 | 10 12 | 10 10 | 10 12 | 10 12 | Ditto |
| Jhudo ... | 13 2 | 13 4 | 13 4 | 13 4 | 13 4 | 13 6 | 13 4 | Ditto & Pithoro. |
| Jhuluri ... | 12 13 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | Ditto & Jamrao. |
| Khatu ... | 10 5 | 10 5 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | Ditto |
| Kachelo ... | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | Ditto & Jamrao. |
| Kheduli (b) | 10 5 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | Ditto |
| Kinjhehi | 12 13 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | Ditto & Pithoro. |
| Kunri (Sind) | 12 13 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | Ditto & Pithoro. |
| Ladnun ... | 10 9 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | Ditto & Jaswantgarh. |
| Ledarmar | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | 11 14 | Ditto |
| Luni Junc. | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | 11 2 | 11 2 | Ditto |
| Makrana ... | 10 0 | 10 0 | 10 0 | 10 2 | 10 0 | 10 2 | 10 2 | Ditto |
| Mandor ... | 10 14 | 10 14 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Ditto |
| Marwar Bagra | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | 11 11 | Ditto |
| Marwarpali | 10 14 | 10 14 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | Ditto & Marwar Jn. |
| Merta Road | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | Ditto |
| Mirpur Khas | 12 13 | 12 13 | 13 0 | 13 0 | 13 0 | 13 2 | 13 0 | Ditto |
| Modran ... | 11 9 | 11 9 | 11 11 | 11 11 | 11 11 | 11 14 | 11 11 | Ditto |
| Muhammad Rahim | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 13 0 | 13 0 | Ditto & Pithoro. |
| Nablisar Road | 13 0 | 13 0 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | Ditto & Pithoro. |
| Naukot (Sind) | 13 2 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 4 | Ditto & Pithoro. |
| Pachpadra | 11 7 | 11 7 | 11 7 | 11 9 | 11 7 | 11 9 | 11 9 | Ditto |
| Pipar Road | 10 9 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | Ditto |
| Rahuki ... | 13 2 | 13 2 | 13 2 | 13 4 | 13 4 | 13 4 | 13 4 | Ditto |
| Raika-Bag Palace | 10 14 | 10 14 | 10 14 | 11 0 | 10 14 | 11 0 | 11 0 | Ditto |
| Roshanabad | 13 2 | 13 2 | 13 4 | 13 4 | 13 4 | 13 6 | 13 4 | Ditto & Pithoro. |
| Run ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | 10 7 | Ditto |
| Salih Bhambro | 12 11 | 12 13 | 12 13 | 12 13 | 12 13 | 13 0 | 12 13 | Ditto & Pithoro. |
| Samaro Road | 12 11 | 12 13 | 12 13 | 13 0 | 13 0 | 13 0 | 13 0 | Ditto & Pithoro. |
| Sahnrad ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | Ditto |
| Shadipalli | 12 11 | 12 13 | 12 13 | 12 13 | 12 13 | 13 0 | 12 13 | Ditto |
| Sujangarh Jn. | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 11 | Ditto |
| Tando Jam | 13 2 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 4 | Ditto |
| Talhi ... | 13 0 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | 13 2 | Ditto & Pithoro. |
| Tando Jan Mohamed | 13 2 | 13 2 | 13 4 | 13 4 | 13 4 | 13 4 | 13 4 | Ditto & Jamrao. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Jodhpur Railway terminal charge of Re. 0-4-0 per ton.

(a) These rates apply to Loco. Coal for the Jodhpur Railway and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) Not open for through booking.

N.B.—(i) A surcharge of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on Soft Coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

| Station | Raniganj | Raniganj Siding (Bengal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dhadka | Jainti Siding | Route |
|-------------------|-----------|------------------------------------|---------------|-----------|---------|--------|---------------|------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bakra Road | ... 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | Via Agra East Bank and Kuchaman Road. |
| Barmer | ... 11 11 | 11 11 | 11 11 | 11 11 | 11 9 | 11 11 | 11 11 | " & Pipar Road. |
| Bhawi | ... 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | " |
| Chhor | ... 12 9 | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Chilo Jn. | ... 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | " |
| Degana | ... 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 2 | 10 2 | " |
| Digri | ... 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | " & Jamrao. |
| Dhoro Naro | ... 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Fazl Bhambro | ... 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | " & Jamrao. |
| Jaswantgarh | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Jamesabad | ... 13 0 | 13 0 | 13 0 | 12 13 | 12 13 | 12 13 | 12 13 | " & Jamrao. |
| Jodhpur (a) | ... 10 10 | 10 10 | 10 10 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Jhudo | ... 13 2 | 13 2 | 13 2 | 13 2 | 13 0 | 13 2 | 13 2 | " & Pithoro. |
| Jhuluri | ... 12 13 | 12 13 | 12 13 | 12 13 | 12 11 | 12 13 | 12 13 | " |
| Khatu | ... 10 5 | 10 5 | 10 5 | 10 2 | 10 2 | 10 2 | 10 5 | " & Jamrao. |
| Kachelo | ... 13 0 | 13 0 | 13 0 | 13 0 | 12 13 | 12 13 | 13 0 | " |
| Kheduli (b) | ... 10 5 | 10 5 | 10 5 | 10 5 | 10 2 | 10 5 | 10 5 | " & Jamrao. |
| Kinjhejhi... | ... 12 13 | 12 13 | 12 13 | 12 13 | 12 11 | 12 13 | 12 13 | " & Pithoro. |
| Kunri (Sind) | ... 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | " & Pithoro. |
| Ladnun | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 7 | 10 9 | 10 9 | " & Jaswantgarh. |
| Ledarmer | ... 11 9 | 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | Via Agra East Bank and Kuchaman Road. |
| Luni Junc. | ... 11 0 | 11 0 | 11 0 | 10 14 | 10 14 | 1p 14 | 10 14 | " |
| Makrana | ... 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 9 14 | 9 14 | " |
| Mandor | ... 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 14 | " |
| Marwar Bagra | ... 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Marwarpali | ... 10 11 | 10 11 | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | " & Marwar Jn. |
| Merta Road | ... 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Mirpur Khas | ... 12 13 | 12 13 | 12 13 | 12 11 | 12 11 | 12 11 | 12 13 | " |
| Modran | ... 11 9 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | " |
| Muhammad Rahim | ... | ... | ... | ... | ... | ... | ... | ... |
| Kairu | ... 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | " & Pithoro. |
| Nabisar Road | ... 13 0 | 13 0 | 13 0 | 12 13 | 12 13 | 12 13 | 13 0 | " |
| Naukot (Sind) | ... 13 0 | 13 0 | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Pachpadra | ... 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | 11 4 | 11 4 | " |
| Pipar Road | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Rahuki | ... 13 2 | 13 2 | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Raika-Bag Palace | ... 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | " |
| Roshanabad | ... 13 2 | 13 2 | 13 2 | 13 0 | 13 0 | 13 0 | 13 2 | " & Pithoro. |
| Run | ... 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Salih Bhambro | ... 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | " & Pithoro. |
| Samaro Road | ... 12 13 | 12 13 | 12 13 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Sanvrad | ... 10 7 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Shadipalli | ... 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Sujangarh Jn. | ... 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Tando Jam | ... 13 0 | 13 0 | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Talhi | ... 13 0 | 13 0 | 13 0 | 13 0 | 12 13 | 13 0 | 13 0 | " & Pithoro. |
| Tando Jan Mohamed | ... 13 2 | 13 2 | 13 2 | 13 0 | 13 0 | 13 0 | 13 2 | " & Jamrao. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Jodhpur Railway terminal charge of Re. 0-4-0 per ton.

(a) These rates apply to Loco. Coal for the Jodhpur Railway and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) Not open for through booking.

N. B.—(i) A surcharge of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on Soft Coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

J. Ry.

| Station | Karmatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|-------------------|----------|------------|---------|--------|---------|--------|------------|---------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bakra Road | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 4 | 11 4 | Via Agra East Bank and Kuchaman Road. |
| Barmer ... | 11 11 | 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | 11 9 | " & Pipar Rd. |
| Bhawli ... | 10 14 | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | " |
| Chhor ... | 12 9 | 12 7 | 12 7 | 12 7 | 12 4 | 12 4 | 12 4 | " |
| Chilo Jn. | 10 11 | 10 9 | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Degana ... | 10 2 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Digri ... | 13 0 | 12 13 | 13 0 | 12 13 | 12 13 | 12 13 | 12 13 | " & Jamrao |
| Dhoro Naro | 12 9 | 12 7 | 12 9 | 12 7 | 12 7 | 12 7 | 12 7 | " |
| Fazl Bhambro | 13 0 | 12 13 | 13 0 | 12 13 | 12 13 | 12 13 | 12 13 | " & Jamrao |
| Jaswantgarh | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Jamesabad | 13 0 | 12 13 | 12 13 | 12 13 | 12 11 | 12 11 | 12 11 | " & Jamrao |
| Jodhpur (a) | 10 10 | 10 7 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | " & Jamrao. |
| Jhudo ... | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | " & Pithoro. |
| Jhuluri ... | 12 13 | 12 11 | 12 13 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Khatu ... | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | 10 0 | 10 0 | " & Jamrao. |
| Kachelo ... | 13 0 | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | " |
| Kheduli (b) | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | " & Jamrao. |
| Kinjheji | 12 13 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | " & Pithoro. |
| Kunri (Sind) | 12 13 | 12 11 | 12 13 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Ladnun ... | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | " & Jaswantgarh. |
| Ledarmer | 11 11 | 11 9 | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | Via Agra East Bank and Kuchaman Road. |
| Luni Junc. | 11 0 | 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | " |
| Makrana ... | 10 0 | 9 14 | 9 14 | 9 14 | 9 11 | 9 11 | 9 11 | " |
| Mandor ... | 10 14 | 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 11 | " |
| Marwar Bagra | 11 9 | 11 7 | 11 7 | 11 4 | 11 4 | 11 4 | 11 4 | " |
| Marwarpali | 10 14 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | " & Marwar Jn. |
| Merta Road | 10 5 | 10 2 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | " |
| Mirpur Khas | 12 13 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Modran ... | 11 9 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Muhammad Rahim | | | | | | | | |
| Kalru ... | 12 13 | 12 11 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | " & Pithoro. |
| Nabisar Road | 13 0 | 12 13 | 12 13 | 12 13 | 12 13 | 12 11 | 12 11 | " |
| Naukot (Sind) | 13 2 | 13 0 | 13 0 | 12 13 | 12 13 | 12 13 | 12 13 | " |
| Pachpadra | 11 7 | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 2 | " |
| Pipar Road | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Rahuki ... | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | 12 13 | 12 13 | " |
| Raika-Bag Palace | 10 14 | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | " |
| Roshanabad | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | 12 13 | 12 13 | " & Pithoro. |
| Run ... | 10 5 | 10 2 | 10 5 | 10 2 | 10 2 | 10 2 | 10 2 | " |
| Salih Bhambro | 12 11 | 12 9 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | " & Pithoro. |
| Samaro Road | 12 13 | 12 11 | 12 11 | 12 11 | 12 11 | 12 9 | 12 9 | " |
| Sanvrad ... | 10 9 | 10 7 | 10 7 | 10 5 | 10 5 | 10 5 | 10 5 | " |
| Shadipalli | 12 11 | 12 9 | 12 11 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Sujangarh Jn. | 10 9 | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Tando Jam | 13 2 | 13 0 | 13 0 | 12 13 | 12 13 | 12 13 | 12 13 | " |
| Talhi ... | 13 0 | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | " & Pithoro. |
| Tando Jan Mohamed | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | 12 13 | 12 13 | " & Jamrao. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Jodhpur Railway terminal charge of Re. 0-4-0 per ton.

(a) These rates apply to Loco. Coal for the Jodhpur Railway and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) Not open for through booking.

N. B.—(i) A surcharge of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on Soft Coke).

(ii) A surcharge rate of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

| Station | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|-------------------|-------------|---------|-------------------------------------------|----------|-------------|----------------|--------|---------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bakra Road | ... 11 4 | 11 2 | 11 4 | 11 9 | 11 9 | 11 11 | 11 9 | Via Agra East Bank and Kuchaman Road. |
| Barmer | ... 11 7 | 11 7 | 11 7 | 11 14 | 11 14 | 11 14 | 11 11 | " & Pipar Road. |
| Bhawi ... | ... 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Chhor ... | ... 12 4 | 12 2 | 12 2 | 12 9 | 12 9 | 12 9 | 12 9 | " |
| Chilo Jn. | ... 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Degana ... | ... 9 14 | 9 14 | 9 14 | 10 5 | 10 5 | 10 5 | 10 2 | " |
| Digri ... | ... 12 13 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | " & Jamrao. |
| Dhoro Naro | ... 12 7 | 12 4 | 12 4 | 12 11 | 12 11 | 12 11 | 12 11 | " |
| Fazl Bhambro | ... 12 13 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | " & Jamrao. |
| Jaswantgarh | ... 10 7 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 9 | " |
| Jamesabad | ... 12 11 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 13 0 | " & Jamrao. |
| Jodhpur (a) | ... 10 5 | 10 3 | 10 3 | 10 10 | 10 10 | 10 10 | 10 10 | " |
| Jhudo ... | ... 12 13 | 12 13 | 12 13 | 13 4 | 13 4 | 13 4 | 13 2 | " & Pithoro. |
| Jhuluri ... | ... 12 9 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 12 13 | " & Jamrao. |
| Khatu ... | ... 10 0 | 9 14 | 10 0 | 10 5 | 10 5 | 10 7 | 10 5 | " |
| Kachelo ... | ... 12 11 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 0 | " & Jamrao. |
| Kheduli (b) | ... 10 0 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 5 | " |
| Kinjejhi... | ... 12 9 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 12 13 | " & Pithoro. |
| Kunri (Sind) | ... 12 11 | 12 9 | 12 9 | 13 0 | 13 0 | 13 0 | 13 0 | " |
| Ladnun ... | ... 10 5 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 9 | " & Jaswantgarh. |
| Ledarmer | ... 11 7 | 11 4 | 11 4 | 11 11 | 11 11 | 11 11 | 11 11 | Via Agra East Bank and Kuchaman Road |
| Luni Junc. | ... 10 11 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Makrana ... | ... 9 11 | 9 9 | 9 9 | 10 0 | 10 0 | 10 0 | 10 0 | " |
| Mandor ... | ... 10 9 | 10 7 | 10 9 | 10 14 | 10 14 | 11 0 | 10 14 | " |
| Marwar Bagra | ... 11 4 | 11 2 | 11 2 | 11 9 | 11 9 | 11 9 | 11 9 | " |
| Marwarpali | ... 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " & Marwar Jn. |
| Merta Road | ... 10 2 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Mirpur Khas | ... 12 9 | 12 7 | 12 9 | 13 0 | 13 0 | 13 0 | 12 13 | " |
| Modran ... | ... 11 4 | 11 2 | 11 4 | 11 11 | 11 11 | 11 11 | 11 9 | " |
| Muhammad | Rahim | | | | | | | |
| Kalru ... | ... 12 9 | 12 7 | 12 7 | 12 13 | 12 13 | 12 13 | 12 13 | " & Pithoro. |
| Nabisar Road | ... 12 11 | 12 11 | 12 11 | 13 0 | 13 0 | 13 2 | 13 0 | " |
| Naukot (Sind) | ... 12 13 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | " |
| Pachpadra | ... 11 2 | 11 0 | 11 0 | 11 7 | 11 7 | 11 7 | 11 7 | " |
| Pipar Road | ... 10 5 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 9 | " |
| Rahukl ... | ... 12 13 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | " |
| Raika Bag Palace | ... 10 9 | 10 7 | 10 7 | 10 14 | 10 14 | 10 14 | 10 14 | " |
| Roshanabad | ... 12 13 | 12 11 | 12 13 | 13 2 | 13 2 | 13 4 | 13 2 | " & Pithoro. |
| Run ... | ... 10 2 | 10 0 | 10 0 | 10 7 | 10 7 | 10 7 | 10 7 | " |
| Salih Bhambro | ... 12 9 | 12 7 | 12 7 | 12 13 | 12 13 | 12 13 | 12 13 | " & Pithoro. |
| Samaro Road | ... 12 9 | 12 7 | 12 7 | 12 13 | 12 13 | 12 13 | 12 13 | " |
| Sanvrad ... | ... 10 5 | 10 2 | 10 2 | 10 9 | 10 9 | 10 9 | 10 9 | " |
| Shadipalli | ... 12 9 | 12 7 | 12 7 | 12 13 | 12 13 | 12 13 | 12 13 | " |
| Sujangarh Jn. | ... 10 7 | 10 5 | 10 5 | 10 11 | 10 11 | 10 11 | 10 11 | " |
| Tando Jam | ... 12 13 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | " |
| Talhi ... | ... 12 11 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 0 | " & Pithoro. |
| Tando Jan Mohamed | ... 12 13 | 12 11 | 12 11 | 13 2 | 13 2 | 13 2 | 13 2 | " & Jamrao. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Jodhpur Railway terminal charge of Re. 0-4-0 per ton.

(a) These rates apply to Loco. Coal for the Jodhpur Railway and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) Not open for through booking.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 826.

J. Ry.

| Station | Toposi | Singaran | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|-------------------|--------|----------|--------|---------|----------|----------|-----------|---------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bakra Road | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | 11 9 | Via Agra East Bank and Kuchaman Road. |
| Barmer | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 11 | 11 14 | " |
| Bhawi ... | 10 14 | 10 14 | 10 14 | 10 11 | 10 11 | 10 14 | 10 14 | " & Pipar Rd. |
| Chhor ... | 12 9 | 12 9 | 12 7 | 12 7 | 12 7 | 12 9 | 12 9 | " |
| Chilo Jn. | 10 11 | 10 11 | 10 11 | 10 11 | 10 11 | 10 14 | 10 14 | " |
| Degana ... | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 2 | 10 5 | " |
| Digri ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | " & Jamrao |
| Dhoro Naro | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 9 | 12 11 | " |
| Fazl Bhambro | 13 2 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | " & Jamrao |
| Jaswantgarh | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | " |
| Jamesabad | 13 0 | 13 0 | 13 0 | 12 13 | 12 13 | 13 0 | 13 0 | " & Jamrao |
| Jodhpur (a) | 10 10 | 10 10 | 10 7 | 10 7 | 10 7 | 10 10 | 10 10 | " |
| Jhudo ... | 13 2 | 13 2 | 13 2 | 13 2 | 13 2 | 13 2 | 13 4 | " & Pithoro. |
| Jhuluri ... | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 13 0 | " & Jamrao. |
| Khatu ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 2 | 10 5 | 10 5 | " |
| Kachelo ... | 13 0 | 13 0 | 13 0 | 13 0 | 12 13 | 13 0 | 13 2 | " & Jamrao. |
| Kheduli (b) | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | " |
| Kinjheji... | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 13 0 | " & Pithoro. |
| Kunri (Sind) | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 12 13 | 13 0 | " |
| Ladnun ... | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | " & Jaswantgarh |
| Ledarmer | 11 9 | 11 11 | 11 9 | 11 9 | 11 9 | 11 11 | 11 11 | Via Agra East Bank and Kuchaman Road. |
| Luni Junc. | 11 0 | 11 0 | 10 14 | 10 14 | 10 14 | 11 0 | 11 0 | " |
| Makrana ... | 10 0 | 10 0 | 10 0 | 9 14 | 9 14 | 10 0 | 10 0 | " |
| Mandor ... | 10 14 | 10 14 | 10 14 | 10 14 | 10 11 | 10 14 | 10 14 | " |
| Marwar Bagra | 11 7 | 11 9 | 11 7 | 11 7 | 11 7 | 11 9 | 11 9 | " |
| Marwarpali | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 14 | 10 14 | " & Marwar Jn. |
| Merta Road | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Mirpur Khas | 12 13 | 12 13 | 12 13 | 12 13 | 12 11 | 12 13 | 13 0 | " |
| Modran ... | 11 9 | 11 9 | 11 9 | 11 9 | 11 7 | 11 9 | 11 11 | " |
| Muhammad | Rahim | | | | | | | |
| Kalru ... | 12 11 | 12 13 | 12 11 | 12 11 | 12 11 | 12 13 | 12 13 | " & Pithoro. |
| Nabisar Road | 13 0 | 13 0 | 13 0 | 13 0 | 12 13 | 13 0 | 13 0 | " |
| Naukot (Sind) | 13 2 | 13 2 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | " |
| Pachpadra | 11 7 | 11 7 | 11 4 | 11 4 | 11 4 | 11 7 | 11 7 | " |
| Pipar Road | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | " |
| Rahuki ... | 13 2 | 13 2 | 13 2 | 13 0 | 13 0 | 13 2 | 13 2 | " |
| Ralka-Bag Palace | 10 14 | 10 14 | 10 11 | 10 11 | 10 11 | 10 14 | 10 14 | " |
| Roshanabad | 13 2 | 13 2 | 13 2 | 13 2 | 13 0 | 13 2 | 13 2 | " & Pithoro. |
| Run ... | 10 5 | 10 5 | 10 5 | 10 5 | 10 5 | 10 7 | 10 7 | " |
| Salih Bhambro | 12 11 | 12 11 | 12 11 | 12 11 | 21 11 | 12 13 | 12 13 | " |
| Samaro Road | 12 13 | 12 13 | 12 13 | 12 11 | 12 11 | 12 13 | 12 13 | " & Pithoro. |
| Sanvrad ... | 10 7 | 10 9 | 10 7 | 10 7 | 10 7 | 10 9 | 10 9 | " |
| Shadipalli | 12 11 | 12 11 | 12 11 | 12 11 | 12 11 | 12 13 | 12 13 | " |
| Sujangarh Jn. | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 11 | " |
| Tando Jam | 13 0 | 13 2 | 13 0 | 13 0 | 13 0 | 13 2 | 13 2 | " |
| Talhi ... | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 0 | 13 2 | " & Pithoro. |
| Tando Jan Mohamed | 13 2 | 13 2 | 13 2 | 13 0 | 13 0 | 13 2 | 13 2 | " & Jamrao |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Jodhpur Railway terminal charge of Re. 0-4-0 per ton.

(a) These rates apply to Loco Coal for the Jodhpur Railway and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) Not open for through booking.

N. B.—(i) A surcharge of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on Soft Coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

| Station | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka Kana | Ray | Route |
|-------------------|---------|----------------|-------------|--------|-------------|------------|--------|---------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Bakra Road | 10 7 | 10 7 | 11 2 | 11 2 | 11 7 | 11 4 | 11 2 | Via Agra East Bank and Kuchaman Road. |
| Barmer ... | 10 9 | 10 9 | 11 4 | 11 7 | 11 9 | 11 9 | 11 4 | " & Pipar Road. |
| Bhawi ... | 9 11 | 9 11 | 10 7 | 10 7 | 10 9 | 10 9 | 10 7 | " |
| Chhor ... | 11 7 | 11 7 | 12 2 | 12 2 | 12 4 | 12 4 | 12 2 | " |
| Chilo Jn. | 9 11 | 9 11 | 10 5 | 10 7 | 10 9 | 10 9 | 10 5 | " |
| Degana ... | 9 0 | 9 0 | 9 11 | 9 14 | 10 0 | 10 0 | 9 11 | " |
| Digri ... | 12 0 | 12 0 | 12 9 | 12 11 | 12 13 | 12 13 | 12 9 | " & Jamrao. |
| Dhoro Naro | 11 9 | 11 9 | 12 2 | 12 4 | 12 7 | 12 7 | 12 2 | " |
| Fazl Bhambro | 12 0 | 12 0 | 12 9 | 12 11 | 12 13 | 12 13 | 12 9 | " & Jamrao. |
| Jaswantgarh | 9 7 | 9 9 | 10 2 | 10 5 | 10 7 | 10 7 | 10 2 | " |
| Jamesabad | 11 14 | 11 14 | 12 9 | 12 9 | 12 11 | 12 11 | 12 9 | " & Jamrao. |
| Jodhpur (a) | 9 7 | 9 7 | 10 3 | 10 3 | 10 5 | 10 5 | 10 3 | " |
| Jhudo ... | 12 0 | 12 0 | 12 11 | 12 13 | 13 0 | 13 0 | 12 11 | " & Pithoro. |
| Jhuluri ... | 11 14 | 11 14 | 12 7 | 12 9 | 12 11 | 12 11 | 12 7 | " & Jamrao. |
| Khatu ... | 9 2 | 9 2 | 9 14 | 9 14 | 10 2 | 10 0 | 9 14 | " |
| Kachelo ... | 11 14 | 11 14 | 12 9 | 12 11 | 12 13 | 12 13 | 12 9 | " & Jamrao. |
| Kheduli (b) | 9 2 | 9 2 | 9 14 | 10 0 | 10 2 | 10 2 | 9 14 | " |
| Kinjheji | 11 11 | 11 11 | 12 7 | 12 9 | 12 11 | 12 11 | 12 7 | " & Pithoro. |
| Kunri (Sind) | 11 14 | 11 14 | 12 7 | 12 9 | 12 11 | 12 11 | 12 7 | " |
| Ladnun ... | 9 7 | 9 7 | 10 2 | 10 5 | 10 7 | 10 7 | 10 2 | " & Jaswantgarh. |
| Ledarmer | 10 9 | 10 9 | 11 4 | 11 4 | 11 7 | 11 7 | 11 4 | Via Agra East Bank and Kuchaman Road. |
| Luni Junc. | 9 14 | 9 14 | 10 9 | 10 9 | 10 11 | 10 11 | 10 9 | " |
| Makrana ... | 8 14 | 8 14 | 9 9 | 9 9 | 9 11 | 9 11 | 9 9 | " |
| Mandor ... | 9 11 | 9 11 | 10 7 | 10 9 | 10 11 | 10 9 | 10 7 | " |
| Marwar Bagra | 10 7 | 10 7 | 11 2 | 11 2 | 11 4 | 11 4 | 11 2 | " |
| Marwarpali | 9 11 | 9 11 | 10 7 | 10 7 | 10 9 | 10 9 | 10 7 | " & Marwar Jn. |
| Merta Road | 9 5 | 9 5 | 10 0 | 10 0 | 10 2 | 10 2 | 9 14 | " |
| Mirpur Khas | 11 11 | 11 11 | 12 7 | 12 9 | 12 11 | 12 9 | 12 7 | " |
| Modran ... | 10 7 | 10 7 | 11 2 | 11 4 | 11 7 | 11 4 | 11 2 | " |
| Muhammad | Rahim | | | | | | | |
| Kalru ... | | 11 11 | 11 11 | 12 7 | 12 7 | 12 9 | 12 4 | " & Pithoro. |
| Nabisar Road | | 11 14 | 11 14 | 12 9 | 12 9 | 12 13 | 12 9 | " |
| Naukot (Sind) | | 12 0 | 12 0 | 12 11 | 12 11 | 12 13 | 12 11 | " |
| Pachpadra | | 10 5 | 10 5 | 11 0 | 11 0 | 11 2 | 11 0 | " |
| Pipar Road | | 9 7 | 9 9 | 10 2 | 10 5 | 10 7 | 10 2 | " |
| Rahuki ... | | 12 0 | 12 7 | 12 11 | 12 11 | 13 0 | 12 11 | " |
| Raika-Bag Palace | | 9 11 | 9 11 | 10 7 | 10 7 | 10 9 | 10 7 | " |
| Roshanabad | | 12 0 | 12 0 | 12 11 | 12 11 | 13 0 | 12 11 | " & Pithoro. |
| Run ... | | 9 5 | 9 5 | 9 14 | 10 0 | 10 2 | 9 14 | " |
| Salih Bhambro | | 11 11 | 11 11 | 12 4 | 12 7 | 12 9 | 12 4 | " & Pithoro. |
| Samaro Road | | 11 11 | 11 11 | 12 7 | 12 7 | 12 11 | 12 7 | " |
| Sanvrad ... | | 9 7 | 9 7 | 10 2 | 10 2 | 10 5 | 10 0 | " |
| Shadipalli | | 11 11 | 11 11 | 12 4 | 12 7 | 12 9 | 12 4 | " |
| Sujangarh Jn. | | 9 9 | 9 9 | 10 2 | 10 5 | 10 7 | 10 2 | " |
| Tando Jam | | 12 0 | 12 0 | 12 11 | 12 11 | 12 13 | 12 11 | " |
| Talhi ... | | 11 14 | 11 14 | 12 9 | 12 11 | 12 13 | 12 9 | " & Pithoro. |
| Tando Jan Mohamed | | 12 0 | 12 0 | 12 11 | 12 11 | 13 0 | 12 11 | " & Jamrao. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Jodhpur Railway terminal charge of Re. 0-4-0 per ton.

(a) These rates apply to Loco. Coal for the Jodhpur Railway and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton only.

(b) Not open for through booking.

N. B.—(i) A surcharge of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (except on Soft Coke).

(ii) A surcharge of Re. 0-2-0 per ton is leviable in addition on soft Coke.

BIKANER STATE RAILWAY.

1. Basis for charge.—The scale of rates for the carriage of Coal, Coke and Patent Fuel is the same as on the East Indian Railway.

(a) **Coal from Palana Colliery.**—Coal, Coke and Patent Fuel for the Public in full wagon loads, at owner's risk, booked from Palana Colliery to stations on this Railway and *via*, is charged at the scale of rates shown in paragraph 1, page 1.

(b) **Coal in less than a wagon load.**—These consignments are charged for as full wagon loads, unless the coal is bagged in which case it is charged for at ten pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk. Consignments booked at Railway Risk is charged at first class rate.

2. Surcharge on Coal, Coke and Patent Fuel.—A surcharge of 12½ per cent of the existing total freight charges (inclusive of terminals, transshipment, ferry and other extra charges due), subject to a maximum of Re. 1-0-0 per ton, is levied on Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways booked from stations situated on the East Indian and Bengal-Nagpur Railways and lines worked by these Railways, subject to the following exception:—

Soft Coke, which is unsuitable for metallurgical purposes, is exempted from this surcharge.

Note.—This surcharge is not leviable on Coal traffic booked from Palana.

3. Surcharge cess on Soft Coke.—A surcharge cess of Re. 0-2-0 per ton is leviable on Soft Coke originating at the Collieries situated in the Provinces of Bengal, Bihar and Orissa, *vide* paragraph 9, page 27 of this Tariff.

4. Terminal charge.—A terminal charge of Re. 0-6-0 per ton is levied by the Bikaner State Railway on Coal, Coke and Patent Fuel booked to stations on this Railway. This terminal charge is not levied on Locomotive coal for the Railways and on Coal, Coke and Patent Fuel booked from Palana Colliery as also on cross traffic over the Bikaner State Railway. No short distance terminal charge is levied.

5. Loading and unloading charges.—When the Railway is required to load or unload, an extra charge at the rate of Re. 0-6-10 per ton for each operation must be levied.

6. Transshipment charge.—So far as this Railway is concerned, no transshipment charge is levied by this Railway on Coal, Coke and Patent Fuel booked *via* Bhatinda North-Western Railway. The Bikaner State Railway, however, levy a transshipment charge of Re. 0-2-3 per ton on Coal, Coke and Patent Fuel booked *via* Hissar North-Western Railway.

7. Coke Breeze.—Coke breeze is charged as coke.

8. Sidings.—Lallgarh Locomotive siding, served by Lallgarh Junction is open for coal booked to the Locomotive Superintendent, Bikaner State Railway. Rates to Lallgarh Junction without any siding charge will apply. The name of the siding must be correctly shown on the Invoices.

Table of distances between *via* Hissar, *via* Chilo, *via* Sujangarh and *via* Bhatinda and the undermentioned stations:—

| Station. | Distance. | | | | Station. | Distance. | | | |
|----------------------------|--------------------|-------------------|-----------------------|----------------------|---------------------------|--------------------|-------------------|-----------------------|----------------------|
| | <i>Via</i> Hissar. | <i>Via</i> Chilo. | <i>Via</i> Sujangarh. | <i>Via</i> Bhatinda. | | <i>Via</i> Hissar. | <i>Via</i> Chilo. | <i>Via</i> Sujangarh. | <i>Via</i> Bhatinda. |
| | Miles. | Miles. | Miles. | Miles. | | Miles. | Miles. | Miles. | Miles. |
| Sujangarh and <i>via</i> | 136 | 163 | .. | 260 | Sarupsar Anupgarh Branch— | 214 | 189 | 256 | 116 |
| Tal Chhappar .. | 127 | 154 | 9 | 251 | Kalyankot .. | 220 | 195 | 262 | 122 |
| Parhihara .. | 119 | 146 | 17 | 243 | Sri Bijeynagar .. | 235 | 210 | 277 | 137 |
| Ratangarh .. | 106 | 133 | 30 | 230 | Ramshinghpur .. | 252 | 227 | 294 | 154 |
| Dulrasar § .. | 135 | 162 | 59 | 259 | Anupgarh .. | 202 | 177 | 244 | 104 |
| Sardarshahr (<i>via</i>) | 150 | 177 | 74 | 274 | Jetsar .. | 213 | 188 | 255 | 115 |
| Ratangarh† | | | | | Mohan Nagar .. | | | | |
| Molisar .. | 96 | 143 | 40 | 220 | Kesri Singhpur | | | | |
| Depalsar .. | 84 | 155 | 52 | 208 | Rai Singh Nagar | | | | |
| Churu .. | 80 | 159 | 56 | 204 | Section— | | | | |
| Aslu .. | 72 | 167 | 64 | 196 | Raisingh Nagar | 221 | 196 | 263 | 123 |
| Dudhwakhara .. | 62 | 176 | 73 | 186 | Gaj Singhpur | 230 | 205 | 272 | 132 |
| Hadyal .. | 54 | 185 | 82 | 178 | Zarawarpura* .. | 232 | 212 | 279 | 134 |
| | | | | | Sri Karanpur | 226 | 218 | 274 | 128 |
| Sadulpur .. | 44 | 195 | 92 | 168 | Dalpat Singhpur. | 219 | 225 | 267 | 121 |
| Jhunpa .. | 31 | 208 | 105 | 181 | Kesri Singhpur | 212 | 232 | 260 | 114 |
| Siwani .. | 19 | 220 | 117 | 193 | Pirthirajpur .. | 204 | 240 | 252 | 106 |
| Naloi Barwa .. | 15 | 224 | 121 | 197 | Pili Bangan .. | 172 | 175 | 220 | 74 |
| Charaud .. | 12 | 227 | 124 | 200 | Dabhli .. | 163 | 184 | 211 | 65 |
| Hissar and <i>via</i> .. | .. | 239 | 136 | 212 | Hanumangarh .. | 155 | 192 | 203 | 57 |
| Chilo and <i>via</i> .. | 239 | .. | 163 | 249 | Hanumangarh-Nohar Br.— | | | | |
| Nokha .. | 231 | 8 | 155 | 241 | Hanumangarh Fort. | 151 | 196 | 199 | 61 |
| Surpura .. | 220 | 19 | 144 | 230 | Sherekan .. | 144 | 203 | 192 | 68 |
| Deshnoke .. | 211 | 28 | 135 | 221 | Tibi .. | 140 | 207 | 188 | 72 |
| Palana .. | 205 | 34 | 129 | 215 | Tulwara Jhil | 135 | 212 | 183 | 77 |
| Bikaner .. | 191 | 48 | 115 | 201 | Ellenabad .. | 128 | 219 | 176 | 84 |
| Lallgarh Jn. .. | 193 | 50 | 117 | 199 | Khanania .. | 120 | 227 | 168 | 92 |
| Bikaner-Kolayat Branch— | | | | | Bhukarka .. | 113 | 234 | 161 | 59 |
| Gajner .. | 213 | 70 | 137 | 223 | Nohar .. | 109 | 238 | 157 | 103 |
| Sri Kolayatji .. | 223 | 80 | 147 | 233 | Nohar Tahsil | | | | |
| Gadhwala .. | 181 | 58 | 105 | 211 | Bhadra Sec.— | | | | |
| Napasar .. | 174 | 65 | 98 | 218 | Diplana .. | 102 | 245 | 150 | 110 |
| Belasar* .. | 168 | 71 | 92 | 224 | Ujalbas .. | 98 | 249 | 146 | 114 |
| Sudsar .. | 160 | 79 | 84 | 232 | Gogameri .. | 93 | 244 | 141 | 119 |
| Banisar .. | 152 | 87 | 76 | 240 | Tahsil Bhadra | 84 | 235 | 132 | 128 |
| Sri Dungargarh .. | 145 | 94 | 69 | 247 | Kalana .. | 77 | 228 | 125 | 135 |
| Bigga .. | 137 | 102 | 61 | 255 | Anupshahr .. | 72 | 223 | 120 | 140 |
| Parsneu .. | 123 | 116 | 47 | 247 | Sidhmukh .. | 66 | 217 | 114 | 146 |
| Rajaldesar .. | 116 | 123 | 40 | 240 | Hansiawas* .. | 60 | 211 | 108 | 152 |
| Kanasar .. | 201 | 58 | 125 | 191 | Narwasi .. | 54 | 205 | 102 | 158 |
| Jamsar .. | 210 | 67 | 134 | 182 | Suratpura* .. | 47 | 198 | 95 | 165 |
| Jagdeowala* .. | 218 | 75 | 142 | 174 | Hanumangarh-Sri Karanpur | | | | |
| Dhirera .. | 225 | 82 | 149 | 167 | Canal Loop— | | | | |
| Dulmera .. | 233 | 90 | 157 | 159 | Dholipal .. | 167 | 204 | 215 | 69 |
| Lunkaransar .. | 242 | 99 | 166 | 150 | Sadulshahr .. | 178 | 215 | 226 | 80 |
| Malkisar .. | 236 | 111 | 178 | 138 | Banwali .. | 187 | 224 | 235 | 89 |
| Mahajan .. | 225 | 122 | 189 | 127 | Sri Ganga Nagar. | 197 | 234 | 245 | 99 |
| Arjansar .. | 215 | 132 | 199 | 117 | Mankasar .. | 162 | 199 | 210 | 50 |
| Rajisar .. | 205 | 142 | 209 | 107 | Chautala Road | 171 | 208 | 219 | 41 |
| Birdhawal .. | 197 | 150 | 217 | 99 | Dhaban .. | 178 | 215 | 226 | 34 |
| Suratgarh .. | 186 | 161 | 228 | 88 | Birang Khera .. | 185 | 222 | 233 | 27 |
| Sardargarh* .. | 196 | 171 | 238 | 98 | Mandi Dabwali | 190 | 227 | 238 | 22 |
| Sarupear Jn. .. | 199 | 174 | 241 | 101 | Bagwali .. | 197 | 234 | 245 | 15 |
| Raghunath Garh .. | 214 | 189 | 256 | 116 | Sangat .. | 202 | 239 | 250 | 10 |
| | | | | | Bhatinda and <i>via</i> | 212 | 249 | 260 | .. |

* Not open for coal, coke and patent fuel in full wagon loads.

† The actual distance from Ratangarh to Sardarshahr is 4 miles.

‡ Closed.

Bk. S. Ry.

Table of through rates per ton for **Public Coal, Coke and Patent Fuel** in full wagon loads, at **owner's risk** from the undermentioned E. I. Railway Colliery stations to the following stations on the Bikaner State Railway.

N. B.—The rates for Coal, Coke and Patent Fuel for the use of Foreign Railways booked to the undermentioned stations are Re. 0-6-0 per ton less than the rates quoted for Public Coal, as the Bikaner State Railway terminal charge is not levied in such cases.

| Stations to | Onda | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Palasthali | Panchra | Route |
|---------------|--------|--------|-------------|----------------|-------------|------------|---------|-------------------------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Aslu ... | 10 13 | 10 13 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Bikaner ... | 11 4 | 11 4 | 11 6 | 11 6 | 11 6 | 11 6 | 11 6 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Chautala Road | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Churu ... | 10 13 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Gajsinghpur | 11 9 | 11 11 | 11 11 | 11 11 | 11 11 | 11 13 | 11 11 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Hanumangarh | 11 0 | 11 2 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | " |
| Do. Fort | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 4 | 11 4 | " |
| Lallgarh Jn. | 11 4 | 11 4 | 11 6 | 11 6 | 11 6 | 11 6 | 11 6 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Mandi Dabwali | 10 13 | 10 13 | 10 13 | 10 13 | 10 13 | 11 0 | 11 0 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Nohar ... | 11 2 | 11 2 | 11 2 | 11 4 | 11 4 | 11 4 | 11 4 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Palana ... | 11 2 | 11 4 | 11 4 | 11 4 | 11 4 | 11 6 | 11 4 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Ratangarh | 11 0 | 11 0 | 11 2 | 11 2 | 11 2 | 11 4 | 11 2 | Via Agra East Bank, Kuchaman Road and Sujangarh. |
| Sangat ... | 10 11 | 10 11 | 10 13 | 10 13 | 10 13 | 11 0 | 10 13 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Sardarshahr | 11 4 | 11 6 | 11 6 | 11 6 | 11 6 | 11 9 | 11 6 | Via Agra East Bank, Kuchaman Road, Sujangarh and Ratangarh. |
| Sarupsar | 11 6 | 11 6 | 11 6 | 11 6 | 11 6 | 11 9 | 11 9 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Siwani ... | 10 7 | 10 9 | 10 9 | 10 9 | 10 9 | 10 11 | 10 9 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Srikanpur | 11 9 | 11 9 | 11 11 | 11 11 | 11 11 | 11 13 | 11 11 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Suratgarh | 11 4 | 11 4 | 11 6 | 11 6 | 11 6 | 11 9 | 11 6 | " |
| Tal Chhapar | 10 13 | 10 13 | 11 0 | 11 0 | 11 0 | 11 2 | 11 0 | Via Agra East Bank, Kuchaman Road and Sujangarh. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Bikaner State Railway terminal charge of Re. 0-6-0 per ton.

N. B.—(i) A surcharge of Re. 1-0-0 per ton on the weight for charge of the consignment is leviable in addition (exception on Soft Coke).

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on Soft Coke.

| Stations to | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Kalpahari | Asansol | Dharka | Jainti Siding | Route |
|---------------|----------|------------------------------------------|---------------|-----------|---------|--------|---------------|-------------------------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Aslu ... | 10 13 | 10 13 | 10 13 | 10 11 | 10 11 | 10 11 | 10 13 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Bikaner ... | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 2 | 11 4 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Chautala Road | 10 13 | 10 13 | 11 0 | 10 13 | 10 13 | 10 13 | 10 13 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Churu ... | 10 13 | 10 13 | 10 13 | 10 13 | 10 13 | 10 13 | 10 13 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Gajsinghpur | 11 9 | 11 9 | 11 9 | 11 9 | 11 6 | 11 9 | 11 9 | Via Ghaziabad, Delhi Ry. and Bhatinda. |
| Hanumangarh | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Do. Fort | 11 0 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | " |
| Lallgarh Jn. | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 2 | 11 4 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Mandi Dabwali | 10 11 | 10 11 | 10 13 | 10 11 | 10 11 | 10 11 | 10 11 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Nohar ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Palana ... | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 2 | 11 2 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Ratangarh | 11 0 | 11 0 | 11 0 | 10 13 | 10 13 | 10 13 | 11 0 | Via Agra East Bank, Kuchaman Road and Sujangarh. |
| Sangat ... | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 11 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Sardarshahr | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 4 | 11 4 | Via Agra East Bank, Kuchaman Road, Sujangarh and Ratangarh. |
| Sarupsar | 11 4 | 11 4 | 11 6 | 11 4 | 11 4 | 11 4 | 11 4 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Siwani ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Srikananpur | 11 9 | 11 9 | 11 9 | 11 6 | 11 6 | 11 6 | 11 9 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Suratgarh | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 2 | 11 4 | " |
| Tal Chhapar | 10 13 | 10 13 | 10 13 | 10 11 | 10 11 | 10 11 | 10 13 | Via Agra East Bank, Kuchaman Road and Sujangarh. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Bikaner State Railway terminal charge of Re. 0-6-0 per ton.

B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 834

| Stations to | Karnatar | Sitarampur | Shamdih | Kulti | Barakar | Mugma | Mugma West | Route |
|---------------|----------|------------|---------|--------|---------|--------|------------|-------------------------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Aslu ... | 10 13 | 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Bikaner ... | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Chautala Road | 11 0 | 10 13 | 10 13 | 10 11 | 10 11 | 10 11 | 10 11 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Churu ... | 10 13 | 10 11 | 10 13 | 10 11 | 10 11 | 10 11 | 10 11 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Gajsinghpur | 11 9 | 11 6 | 11 6 | 11 6 | 11 6 | 11 6 | 11 6 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Hanumangarh | 11 0 | 10 13 | 11 0 | 10 13 | 10 13 | 10 13 | 10 13 | " |
| Do. Fort | 11 2 | 11 0 | 11 0 | 10 13 | 10 13 | 10 13 | 10 13 | " |
| Lallgarh Jn. | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Mandi Dabwali | 10 13 | 10 11 | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Nohar ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 10 13 | 10 13 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Palana ... | 11 2 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Ratangarh | 11 0 | 10 13 | 10 13 | 10 13 | 10 13 | 10 11 | 10 11 | Via Agra East Bank, Kuchaman Road and Sujangarh. |
| Sangat ... | 10 11 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | 10 9 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Sardarshahr | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | 11 2 | Via Agra East Bank, Kuchaman Road, Sujangarh and Ratangarh. |
| Sarupsar | 11 6 | 11 4 | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Siwani ... | 10 7 | 10 4 | 10 7 | 10 4 | 10 4 | 10 4 | 10 4 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Srikanpur | 11 9 | 11 6 | 11 6 | 11 6 | 11 6 | 11 4 | 11 4 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Suratgarh | 11 4 | 11 2 | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | " |
| Tal Chhapar | 10 13 | 10 11 | 10 11 | 10 11 | 10 11 | 10 9 | 10 9 | Via Agra East Bank, Kuchaman Road and Sujangarh. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Bikaner State Railway terminal charge of Re. 0-6-0 per ton.

N. B.—For surcharge leviable in addition see notes (i) and (ii) under "N. B." at page 834.

| Stations to | Kalobathn | Dhanbad | Kusunda, Jheriah, Pathardih & Katrasgarh. | Serampur | Kurhurbaree | Domohani No. 2 | Chara | Route |
|---------------|-----------|---------|-------------------------------------------|----------|-------------|----------------|--------|-------------------------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Aslu ... | 10 9 | 10 7 | 10 9 | 10 13 | 10 13 | 11 0 | 10 13 | Via Ghaziabad, Delhi Seral Rohilla and Hissar. |
| Bikaner ... | 11 0 | 10 13 | 10 13 | 11 4 | 11 4 | 11 4 | 11 4 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Chautala Road | 10 11 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Churu ... | 10 11 | 10 9 | 10 9 | 11 0 | 11 0 | 11 0 | 11 0 | Via Ghaziabad, Delhi Seral Rohilla and Hissar. |
| Gajsinghpur | 11 6 | 11 4 | 11 4 | 11 11 | 11 11 | 11 11 | 11 9 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Hanumangarh | 10 13 | 10 11 | 10 11 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Do. Fort | 10 13 | 10 11 | 10 11 | 11 2 | 11 2 | 11 2 | 11 2 | " |
| Lallgarh Jn. | 11 0 | 10 13 | 11 0 | 11 4 | 11 4 | 11 6 | 11 4 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Mandi Dabwali | 10 9 | 10 7 | 10 7 | 10 13 | 10 13 | 10 13 | 10 13 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Nohar ... | 10 13 | 10 11 | 10 11 | 11 2 | 11 2 | 11 2 | 11 2 | Via Ghaziabad, Delhi Seral Rohilla and Hissar. |
| Palana ... | 10 13 | 10 13 | 10 13 | 11 4 | 11 4 | 11 4 | 11 2 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Ratangarh | 10 11 | 10 9 | 10 11 | 11 0 | 11 0 | 11 2 | 11 0 | Via Agra East Bank, Kuchaman Road and Sujangarh. |
| Sangat ... | 10 7 | 10 4 | 10 7 | 10 13 | 10 13 | 10 13 | 10 11 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Sardarshahr | 11 0 | 11 0 | 11 0 | 11 6 | 11 6 | 11 6 | 11 4 | Via Agra East Bank, Kuchaman Road, Sujangarh and Ratangarh. |
| Sarupsar | 11 2 | 11 0 | 11 0 | 11 6 | 11 6 | 11 6 | 11 6 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Siwani ... | 10 4 | 10 2 | 10 2 | 10 9 | 10 9 | 10 9 | 10 7 | Via Ghaziabad, Delhi Seral Rohilla and Hissar. |
| Srikananpur | 11 4 | 11 2 | 11 4 | 11 9 | 11 9 | 11 11 | 11 9 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Suratgarh | 11 0 | 10 13 | 11 0 | 11 4 | 11 4 | 11 6 | 11 4 | " |
| Tal Chhapar | 10 9 | 10 7 | 10 9 | 10 13 | 10 13 | 11 0 | 10 13 | Via Agra East Bank, Kuchaman Road and Sujangarh. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Bikaner State Railway terminal charge of Re. 0-6-0 per ton.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 834.

| Stations to | Toposi | Singarani | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|---------------|--------|-----------|--------|---------|----------|----------|-----------|-------------------------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Aslu ... | 10 13 | 10 13 | 10 13 | 10 13 | 10 11 | 10 13 | 10 13 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Bikaner ... | 11 4 | 11 4 | 11 4 | 11 2 | 11 2 | 11 4 | 11 4 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Chautala Road | 10 13 | 11 0 | 10 13 | 10 13 | 10 13 | 11 0 | 11 0 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Churu ... | 10 13 | 10 13 | 10 13 | 10 13 | 10 13 | 10 13 | 11 0 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Gajsinghpur | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 9 | 11 11 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Hanumangarh | 11 0 | 11 0 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Do. Fort | 11 0 | 11 2 | 11 0 | 11 0 | 11 0 | 11 2 | 11 2 | " |
| Lallgarh Jn. | 11 4 | 11 4 | 11 4 | 11 4 | 11 2 | 11 4 | 11 4 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Mandi Dabwali | 10 13 | 10 13 | 10 11 | 10 11 | 10 11 | 10 13 | 10 13 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Nohar ... | 11 2 | 11 2 | 11 2 | 11 0 | 11 0 | 11 2 | 11 2' | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Palana ... | 11 2 | 11 2 | 11 2 | 11 | 11 2 | 11 2 | 11 4 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Ratangarh | 11 0 | 11 0 | 11 | 11 0 | 10 13 | 11 0 | 11 0 | Via Agra East Bank, Kuchaman Road and Sujangarh. |
| Sangat ... | 10 11 | 1 | 10 11 | 10 11 | 10 9 | 10 11 | 10 13 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Sardarshahr | 11 | 11 4 | 11 4 | 11 4 | 11 4 | 11 4 | 11 6 | Via Agra East Bank, Kuchaman Road, Sujangarh and Ratangarh. |
| Sarvqasar | 11 4 | 11 6 | 11 4 | 11 4 | 11 4 | 11 6 | 11 6 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Siwani ... | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 7 | 10 9 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Srikaranpur | 11 9 | 11 9 | 11 9 | 11 9 | 11 6 | 11 9 | 11 9 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Suratgarh | 11 4 | 11 4 | 11 4 | 11 4 | 11 2 | 11 4 | 11 4 | " |
| Tal Chhapar | 10 13 | 10 13 | 10 11 | 10 13 | 10 13 | 10 13 | 10 13 | Via Agra East Bank, Kuchaman Road and Sujangarh. |

A transshipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the Bikaner State Railway terminal charge of Re. 0-6-0 per ton.

N. B.—For surcharge leviable in addition, see notes (i) and (ii) under "N. B." at page 834

| Stations to | Rajhara | Rajhara Siding | Chandrapura | Bermo | Ranchi Road | Barka Kana | Ray | Route |
|---------------|---------|----------------|-------------|--------|-------------|------------|--------|-------------------------------------------------------------|
| | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | |
| Aslu ... | 9 11 | 9 11 | 10 7 | 10 9 | 10 11 | 10 9 | 10 7 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Bikaner ... | 10 2 | 10 2 | 10 13 | 10 13 | 11 2 | 11 0 | 10 13 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Chautala Road | 9 13 | 9 13 | 10 9 | 10 9 | 10 11 | 10 11 | 10 9 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Churu ... | 9 13 | 9 13 | 10 7 | 10 9 | 10 11 | 10 11 | 10 7 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Gajsinghpur | 10 7 | 10 7 | 11 2 | 11 4 | 11 6 | 11 6 | 11 2 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Hanumangarh | 10 0 | 10 0 | 10 9 | 10 11 | 10 13 | 10 13 | 10 9 | " |
| Do. Fort | 10 0 | 10 0 | 10 11 | 10 11 | 10 13 | 10 13 | 10 11 | " |
| Lallgarh Jn. | 10 2 | 10 2 | 10 13 | 11 0 | 11 2 | 11 0 | 10 13 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Mandi Dabwali | 9 11 | 9 11 | 10 7 | 10 7 | 10 9 | 10 9 | 10 7 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Nohar ... | 10 0 | 10 0 | 10 11 | 0 11 | 11 0 | 10 13 | 10 11 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Palana ... | 10 0 | 10 0 | 10 11 | 10 13 | 11 0 | 11 0 | 10 11 | Via Agra East Bank, Kuchaman Road and Chilo Jn. |
| Ratangarh | 9 13 | 9 13 | 10 9 | 10 11 | 10 13 | 10 11 | 10 9 | Via Agra East Bank, Kuchaman Road and Sujangarh. |
| Sangat ... | 9 9 | 9 9 | 10 4 | 10 7 | 10 9 | 10 7 | 10 4 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Sardarshahr | 10 2 | 10 2 | 10 13 | 11 0 | 11 2 | 11 2 | 10 13 | Via Agra East Bank, Kuchaman Road, Sujangarh and Ratangarh. |
| Sarupsar | 10 4 | 10 4 | 11 0 | 11 0 | 11 2 | 11 2 | 11 0 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Siwani ... | 9 4 | 9 7 | 10 0 | 10 2 | 10 4 | 10 4 | 10 0 | Via Ghaziabad, Delhi Serai Rohilla and Hissar. |
| Srikaranpur | 10 7 | 10 7 | 11 2 | 11 4 | 11 6 | 11 4 | 11 2 | Via Ghaziabad, Delhi S. P. Ry. and Bhatinda. |
| Suratgarh | 10 2 | 10 2 | 10 13 | 11 0 | 11 2 | 11 0 | 10 13 | " |
| Tal Chhapar | 9 11 | 9 11 | 10 7 | 10 7 | 10 11 | 10 9 | 10 9 | Via Agra East Bank, Kuchaman Road and Sujangarh. |

A transhipment charge of Re. 0-4-6 per ton must be levied in addition to these rates.

Note.—These rates include the E. I. Ry. terminal charge of Re. 0-6-0 per ton and the Bikaner State Railway terminal charge of Re. 0-6-0 per ton.

N. B.—For surcharge leviable in addition, see notes (I) and (II) under "N. B." at page 834.

BHAVNAGAR STATE RAILWAY.

1. **Basis for charge.**—Coal, coke and patent fuel for the Public in full wagon loads, at owner's risk from *via* Wadhwan and *via* Dhandhuka Junctions to stations on this Railway are charged at 0'165 pie per maund per mile calculated on the local distance of the Bhavnagar State Railway, plus a terminal charge of four pies per maund. In through booking with Gondal Railway and beyond, *via* Dhasa, Coal, Coke and Patent Fuel is charged over this Railway at the C/P schedule rate.

2. **Rate for Locomotive Coal for the *bona fide* use of the Railways in Kathiawar.**—Locomotive coal in full wagon loads for the *bona fide* use of the Railways in Kathiawar is charged at the following rates over the Bhavnagar State Railway:—

- (i) From *via* Wadhwan and *via* Dhandhuka Junctions to *via* Dhasa Junction for (a) Gondal Railway Locomotive coal booked to stations Lathi to Jetpur and Jetalsar to Jam Jodhpur on the Gondal Railway, and for (b) Porbandar State Railway Locomotive coal booked to stations Balwa to Porbandar Docks on the Porbandar State Railway—at 10 pie per maund per mile, that is, nine pies per maund or Re. 1-4-5 per ton in the case of traffic from *via* Wadhwan and seven pies per maund or Re. 0-15-11 per ton in the case of traffic from *via* Dhandhuka.
- (ii) From *via* Wadhwan and *via* Dhandhuka Junctions to *via* Dhasa Junction for traffic to stations Rajkot to Jetalsar (except Jetalsar itself) and to stations on the Junagad State Railway *via* Jetalsar and to stations on the Jamnagar and Dwarka Railway *via* Rajkot—at eight pies per ton per mile, that is, Rs. 3-11-0 per ton in the case of traffic from *via* Wadhwan and Rs. 3-0-0 per ton in the case of traffic from *via* Dhandhuka.
- (iii) From *via* Wadhwan and *via* Dhandhuka Junctions to Dhasa Junction (for Gondal Railway Locomotive coal)—at 10 pie per maund per mile plus a terminal charge of two pies per maund, on actual weight, i. e., Rs. 1-8-11 per ton in the case of traffic from *via* Wadhwan and Rs. 1-4-5 per ton in the case of traffic from *via* Dhandhuka.
- (iv) Locomotive coal of Gaekwar's Baroda State Railway (Khijadiya Dhari Section) for *bona fide* use of Gaekwar's Baroda State Railway Engines is charged at the rate of 13 pie per maund per mile.

3. **Routing of traffic.**—Coal for stations on the Bhavnagar State Railway must be routed *via* Wadhwan or *via* Dhandhuka, whichever is cheaper, unless the sender specially desires to book such coal *via* any other route.

4. The following are the distances and calculated rates per maund and per ton for Public Coal, Coke and Patent Fuel in full wagon loads at O. R., L., from *via* Wadhwan and *via* Dhandhuka Junctions to stations on the Bhavnagar State Railway:—

| Station. | <i>Via</i> Wadhwan. | | | <i>Via</i> Dhandhuka. | | |
|-------------------------------------|---------------------|-----------------|---------------|-----------------------|-----------------|---------------|
| | Distance. | Rate per maund. | Rate per ton. | Distance. | Rate per maund. | Rate per ton. |
| | Miles. | Rs. a. p. | Rs. a. p. | Miles. | Rs. a. p. | Rs. a. p. |
| Bhavnagar Docks .. | 106 | 0 1 9 | 3 0 0 | 91 | 0 1 7 | 2 11 0 |
| Bhavnagar Terminus and <i>via</i> † | 104 | 0 1 9 | 3 0 0 | 90 | 0 1 7 | 2 11 0 |
| Bhavnagar Para * .. | 102 | 0 1 9 | 3 0 0 | 88 | 0 1 7 | 2 11 0 |
| Vertej .. | 98 | 0 1 8 | 2 13 0 | 83 | 0 1 6 | 2 9 0 |
| Sihor Jn. .. | 91 | 0 1 7 | 2 11 0 | 77 | 0 1 5 | 2 7 0 |
| Madhada .. | 101 | 0 1 9 | 3 0 0 | 87 | 0 1 6 | 2 9 0 |
| Palitana .. | 109 | 0 1 10 | 3 2 0 | 94 | 0 1 8 | 2 13 0 |
| Songad .. | 87 | 0 1 6 | 2 9 0 | 72 | 0 1 4 | 2 4 0 |

* Open for the receipt of Loco. coal only.

† For Out-Agencies.

| Station. | Via Wadhwan. | | | Via Dhandhuka. | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------|---------------|----------------|-----------------|---------------|
| | Distance. | Rate per maund. | Rate per ton. | Distance. | Rate per maund. | Rate per ton. |
| | Miles. | Rs. a. p. | Rs. a. p. | Miles. | Rs. a. p. | Rs. a. p. |
| Sanosra | 80 | 0 1 5 | 2 7 0 | 66 | 0 1 3 | 2 2 0 |
| Dhola Jn. | 74 | 0 1 4 | 2 4 0 | 59 | 0 1 2 | 2 0 0 |
| Ujalvav | 67 | 0 1 3 | 2 2 0 | 53 | 0 1 1 | 1 14 0 |
| Ningala Jn. | 58 | 0 1 2 | 2 0 0 | 44 | 0 0 11 | 1 9 0 |
| Gadhada | 68 | 0 1 3 | 2 2 0 | 54 | 0 1 1 | 1 14 0 |
| Botad Jn. | 47 | 0 1 0 | 1 11 0 | 32 | 0 0 9 | 1 4 0 |
| Salangpur Road | 54 | 0 1 1 | 1 14 0 | 23 | 0 0 8 | 1 2 0 |
| Jalila Road | 59 | 0 1 2 | 2 0 0 | 19 | 0 0 7 | 1 0 0 |
| Bhimnath | 66 | 0 1 3 | 2 2 0 | 11 | 0 0 6 | 0 14 0 |
| Tagdi | 71 | 0 1 4 | 2 4 0 | 10 | 0 0 6 | 0 14 0 |
| Dhandhuka Jn. | 77 | 0 1 5 | 2 7 0 | .. | .. | .. |
| Via Dhandhuka | 77 | 0 1 1 | 1 14 0 | .. | .. | .. |
| Dhandhuka B. S. Ry. | 76 | 0 1 5 | 2 7 0 | 10 | 0 0 6 | 0 14 0 |
| Paliyad Road | 56 | 0 1 1 | 1 14 0 | 41 | 0 0 11 | 1 9 0 |
| Vinchhia | 65 | 0 1 3 | 2 2 0 | 51 | 0 1 0 | 1 11 0 |
| Galiana | 74 | 0 1 4 | 2 4 0 | 60 | 0 1 2 | 2 0 0 |
| Jasdan | 80 | 0 1 5 | 2 7 0 | 66 | 0 1 3 | 2 2 0 |
| Kundli | 40 | 0 0 11 | 1 9 0 | 38 | 0 0 10 | 1 7 0 |
| Ranpur | 33 | 0 0 9 | 1 4 0 | 45 | 0 0 11 | 1 9 0 |
| Chuda | 23 | 0 0 8 | 1 2 0 | 55 | 0 1 1 | 1 14 0 |
| Limbdi | 17 | 0 0 7 | 1 0 0 | 61 | 0 1 2 | 2 0 0 |
| Baldana Road | 10 | 0 0 6 | 0 14 0 | 68 | 0 1 3 | 2 2 0 |
| Wadhwan City | 10 | 0 0 6 | 0 14 0 | 74 | 0 1 4 | 2 4 0 |
| Joravarnagar | 10 | 0 0 6 | 0 14 0 | 76 | 0 1 5 | 2 7 0 |
| Wadhwan Jn. | .. | .. | .. | 77 | 0 1 5 | 2 7 0 |
| Via Wadhwan | .. | .. | .. | 77 | 0 1 1 | 1 14 0 |
| Jalia | 81 | 0 1 5 | 2 7 0 | 66 | 0 1 3 | 2 2 0 |
| Dhasa Jn. | 89 | 0 1 7 | 2 11 0 | 74 | 0 1 4 | 2 4 0 |
| Via Dhasa Jn. (in through booking with stations Lathi to Porbandar on Gondal and Porbandar State Railways and stations Jetalvad and Bhadar on Junagad State Railway). | 89 | .. | 3 0 0 | 74 | .. | 2 11 0 |
| Via Dhasa Jn. (for traffic to Porbandar Docks). | 89 | .. | 3 0 0 | 74 | .. | 1 14 0 |
| Damnagar | 95 | 0 1 8 | 2 13 0 | 81 | 0 1 5 | 2 7 0 |
| Panchtalavda Road | 102 | 0 1 9 | 3 0 0 | 87 | 0 1 6 | 2 9 0 |
| Ljlia Mota | 109 | 0 1 10 | 3 2 0 | 95 | 0 1 8 | 2 13 0 |
| Jira Road | 116 | 0 1 11 | 3 4 0 | 101 | 0 1 9 | 3 2 0 |
| Savarkundla | 124 | 0 2 0 | 3 6 0 | 110 | 0 1 10 | 3 2 0 |
| Gadhakda | 135 | 0 2 2 | 3 11 0 | 121 | 0 2 0 | 3 6 0 |
| Vijapadi Road | 142 | 0 2 3 | 3 13 0 | 127 | 0 2 1 | 3 9 0 |
| Rajula Jn. | 148 | 0 2 4 | 4 0 0 | 134 | 0 2 2 | 3 11 0 |
| Rajula City | 154 | .. | 4 2 0 | 138 | .. | 3 4 0 |
| Dungar | 154 | 0 2 5 | 4 2 0 | 139 | 0 2 3 | 3 13 0 |
| Port Albert | 158 | .. | 4 4 0 | 142 | .. | 3 13 0 |
| Port Albert Bandar | 161 | .. | 4 6 0 | 145 | .. | 4 0 0 |
| Amratvel | 161 | 0 2 7 | 4 6 0 | 146 | 0 2 4 | 4 0 0 |
| Mahuva | 167 | 0 2 8 | 4 9 0 | 153 | 0 2 5 | 4 2 0 |
| Mahuva Bandar | 171 | 0 2 8 | 4 9 0 | 157 | 0 2 6 | 4 4 0 |

B. S. Ry.

5. In booking from *via* Wadhwan and *via* Dhandhuka to *via* Dhasa Junction for traffic to stations Vadal to Veraval Docks and Navagad to Bedi Bandar ordinary class rates will be charged.

6. **Bhavnagar-Talaja Steam Tramway (Narrow-gauge) Out-Agencies.**—Coal, Coke and Patent Fuel in full wagon loads may be booked to Out-Agency stations on the Bhavnagar-Talaja Steam Tramway, *via* Bhavnagar. The following are the rates chargeable over the Steam Tramway, which should be added to the rates up to Bhavnagar Terminus. The Out-Agency portion must be shown separately on the Invoices:—

| Distance. | Out-Agency stations. | Rate per ton, O. R., during the fair season, i. e., from 1st Nov. to 31st May every year. | Rate per ton, R. R., during the period 1st June to 31st October, every year. |
|-----------|-----------------------|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| Miles. | | Rs. a. p. | Rs. a. p. |
| 9 | Budhel | 0 14 0 | 1 11 0 |
| 12 | Kobdi | 1 4 0 | 2 9 0 |
| 17 | Bhadi Bhandaria | 1 11 0 | 3 6 0 |
| 22 | Tansa | 2 2 0 | 4 4 0 |
| 28 | Trapaj | 2 6 0 | 4 13 0 |
| 33 | Talaja | 2 9 0 | 5 2 0 |
| 35 | Talaja City* | 3 6 0 " | 5 15 0 |

* Closed.

A transshipment charge of Re. 0-4-6 per ton at Bhavnagar Terminus will be levied in addition.

JAMNAGAR AND DWARKA RAILWAY.

1. The following three Railways come under the title "Jamnagar and Dwarka Railway".

(i) Jamnagar Railway, i. e., Rajkot Junction to Jamnagar.

(ii) Jamnagar-Dwarka Railway, i. e., Jamnagar to Kuranga.

(iii) Okhamandal Railway, i. e., Kuranga to Adatra.

2. **Basis for charge.**—Coal, Coke and Patent Fuel O. R., C. C., L., for the Public are charged over this Railway at the Schedule C/C rate of 300 pie per maund per mile.

3. **Routing of traffic.**—Coal for stations on the Jamnagar and Dwarka Railway should be routed *via* Wadhwan and Rajkot Junction over the Morvi Railway, unless the sender specially desires to book such coal *via* any other route.

J. D. Ry.

4. There is only one Junction, *via Rajkot*, at which the Jamnagar and Dwarka railway joins Morvi Railway. The following are the distances and rates per ton for Coal, Coke and Patent Fuel for the Public between *via Rajkot Junction* and stations in the Jamnagar and Dwarka Railway:—

| Distance. | Station. | Rate per ton. | Distance. | Station. | Rate per ton. |
|-----------|----------------------|---------------|-----------|----------------------|---------------|
| Miles. | | Rs. a. p. | Miles. | | Rs. a. p. |
| 10 | Khandheri §§ | 0 7 0 | | Jamnagar-Dwarka Ry.— | |
| 16 | Paddhari | 0 11 0 | | (Concl'd.) | |
| 25 | Hadmatia | 1 2 0 | 96 | Bhatel .. | 4 2 0 |
| | | | 105 | Bhopalka .. | 4 6 0 |
| 34 | Jam Wanthali | 1 7 0 | 111 | Bhatia .. | 4 11 0 |
| 42 | Alia Bada | 1 14 0 | 118 | Kuranga .. | 4 15 0 |
| 51 | Jamnagar (b) | 2 2 0 | | Okhamandal Ry.— | |
| .. | Bedeshwar (b) | 2 7 0 | 128 | Okhamadhi .. | 5 6 0 |
| .. | Wind Mill (b) | 2 7 0 | 131 | Gorinja §§ | 5 9 0 |
| 55 | Bedi Bandar (b) | 2 7 0 | 138 | Dwarka .. | 5 13 0 |
| | Jamnagar-Dwarka Ry — | | 141 | Varvala .. | 5 15 0 |
| 61 | Lakhabawal §§ | 2 9 0 | 149 | Mithapur .. | 6 4 0 |
| 64 | Pipli .. | 2 11 0 | | | |
| | | | 151 | Aramda .. | .. |
| 74 | Modpur | 3 2 0 | 156 | Okha .. | 4 6 0 |
| 85 | Khambalia | 3 9 0 | | | (d) |

(b) An extra charge of Rs. 2-0-0 per M. G. wagon will be levied on coal traffic booked to these stations charged at wagon load rate. In booking from a Broad Gauge Section of a Foreign railway one broad-gauge wagon will be considered equal to two metre-gauge wagons. The extra charge is not leviable on consignments booked to Jamnagar Bonded Ware House Siding where the siding charge only is levied.

(d) This is a special rate.

| §§ Closed.

5. **Rate for Locomotive Coal.**—Locomotive coal for the Jamnagar and Dwarka Railway is charged over the Home line at the revenue rate of 10 pie per maund per mile.

The following are the calculated rates per ton from *via Rajkot Junction* to the undermentioned stations.

| Station to | Rate per ton. | Proportions. |
|-------------|---------------|------------------------------------------------------------------------|
| | Rs. a. p. | Rs. a. p. |
| Jamnagar .. | 0 11 4 | |
| Dwarka .. | 1 15 9 | { Jam. Ry. .. 0 11 4 { J. D. Ry. .. 0 15 11 { Okha. Ry. .. 0 4 6 |

6. **Siding charges at Adatra.**—For goods in full wagon loads required to be unloaded at Adatra Jetty a charge of Re. 1-0-0 per four-wheeled wagon is levied and recovered at the time of delivery. Goods not in wagon loads are not dealt with at Adatra Jetty.

7. **Cotton Press Siding.**—Cotton Press Siding is situated between Jamnagar and Bedi Bandar. On Coal, Coke and Patent Fuel booked to this siding, a siding charge of Rs. 1-8-0 per four-wheeled wagon is levied over and above the rate to Bedi Bandar. The siding charge is recovered along with the freight charges and shown separately on the Invoice.

J. D. Ry.

8. The Dwarka Cement Company Siding.—On Coal, Coke and Patent Fuel booked to Dwarka Cement Company siding, a siding charge of Rs. 2-0-0 per 4-wheeled metre gauge wagon is levied in addition to the rates to Dwarka. Invoices are issued to Dwarka Cement Company Siding.

For the purposes of levying the siding charge on Coal wagons the metre gauge wagons must be taken as under:—

One Broad Gauge wagon up to 10 tons C. C. equals to 2 metre gauge wagons.

One Broad Gauge wagon from 11 to 15 tons C. C. equals to 3 metre gauge wagons

One Broad Gauge wagon from 16 to 20 tons C. C. equals to 4 metre gauge wagons.

Each additional 5 tons equals to 1 metre gauge wagon.

The siding charge will be collected at the time of delivery of the wagons at Dwarka.

9. Bonded Warehouse Siding.—Bonded Warehouse Siding at Jamnagar is open for consignments in full wagon loads only. A siding charge of Rs. 2-0-0 per 4-wheeled wagon, which must be shown separately on Invoices, is levied in addition to rates to Jamnagar, when traffic is booked to this siding.

10. Jamnagar City Siding.—Jamnagar City Siding at Jamnagar is open for consignments in full wagon loads only. A siding charge of Rs. 2-0-0 per 4-wheeled metre gauge wagon, which must be shown separately on Invoices, is levied in addition to rates to Jamnagar when traffic is booked to this siding.

JUNAGAD STATE RAILWAY.

1. Basis for Charge.—(a) Coal, Coke and Patent Fuel for the Public in full wagon loads, at Owner's Risk, loading and unloading to be done by senders and consignees respectively, booked from any Colliery station to stations on this Railway, will be charged at the following scale of rates on the local distance over this line:—

| | Pie per maund per mile. |
|--------------------------------------------------------------------------------------|----------------------------|
| (1) For traffic carried for distances 400 miles and under— | |
| For all distances up to 200 miles inclusive | 0·165 |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive | 0·13 |
| (2) For traffic carried for distances over 400 miles— | |
| For all distances up to 200 miles inclusive | 0·15 |
| Plus for any distance in excess of 200 miles and up to 500 miles inclusive | 0·07 |
| Plus for any distance in excess of 500 miles | 0·06 |

The rates for 401 miles calculated at the scale under (2) will apply differentially to distances less than 401 miles, if cheaper.

In addition to the charges calculated at the above rates a terminal charge of four pies per maund, or Re. 0-9-0 per ton, will be levied on Public Coal, Coke and Patent Fuel, in favour of the Junagad State Railway.

(b) Rate for Locomotive coal.—Coal, Coke and Patent Fuel for the use of Junagad State Railway despatched under Engineering Department (or any other Railway Department) certificate is charged over the Home Line at the revenue rate of 10 pie per maund per mile (without terminals).

(c) When consignments of Coal, Coke and Patent Fuel are less than a wagon load, they are charged at 1st class rate on actual weight provided they are bagged and are booked at owner's risk.

G. Ry.

2. **Routing of traffic.**—Except in the case of traffic to Bhader and Jetalvad coal for Junagad State Railway should be routed *via* Wadhwan, Rajkot (over the Morvi Railway) and Jetaljar Junction, unless the sender specially desires to book such coal *via* any other route.

Coal for Bhader and Jetalvad should be routed *via* Dhandhuka, Dhasa, Khijadiya and Dhari unless the sender specially desires to book such coal *via* any other route.

3. The following are the distances and calculated rates per maund and per ton for Coal, Coke and Patent fuel, for the Public in full wagon loads, at owner's risk, L., from *via* Jetaljar Junction (for traffic from any Colliery station *via* Wadhwan Junction) to stations on the Junagad State Railway:—

| Miles. | Stations. | Rate per maund. | Rate per ton. | Miles. | Stations. | Rate per maund. | Rate per ton. |
|--------|---------------|-----------------|---------------|--------|----------------|-----------------|---------------|
| | | Rs. a. p. | Rs. a. p. | | | Rs. a. p. | Rs. a. p. |
| 10 | Vadal | 0 0 6 | 0 14 0 | 83 | Talala | 0 1 6 | 2 9 0 |
| 10 | Choki Sorath | 0 0 6 | 0 14 0 | 87 | Chitrawad | 0 1 6 | 2 9 0 |
| 17 | Junagad | 0 0 7 | 1 0 0 | 87 | Jambur | 0 1 6 | 2 9 0 |
| 23 | Shapur | 0 0 8 | 1 2 0 | 93 | Sansar Gir | 0 1 7 | 2 11 0 |
| 30 | Lushala | 0 0 9 | 1 4 0 | 95 | Prachi Road | 0 1 8 | 2 13 0 |
| 39 | Keshod | 0 0 10 | 1 7 0 | 102 | Jamwala | 0 1 9 | 3 0 0 |
| 49 | Malia-Hatina | 0 1 0 | 1 11 0 | 26 | Sorath Vanthli | 0 0 8 | 1 2 0 |
| 56 | Chorvad Road | 0 1 1 | 1 13 0 | 31 | Meghpur | 0 0 9 | 1 4 0 |
| 67 | Veraval* | 0 1 3 | 2 2 0 | 39 | Manavadar | 0 0 10 | 1 7 0 |
| 68 | Veraval Docks | 0 1 3 | 2 2 0 | 43 | Bantva | 0 0 11 | 1 9 0 |
| 107 | Harmaria | .. | 3 2 0 | 50 | Saradiya | 0 1 0 | 1 11 0 |
| 113 | Gir Gadhra | .. | 3 4 0 | 23 | Dungarpur | 0 0 8 | 1 2 0 |
| 123 | Una | .. | 3 6 0 | 30 | Bilkha | 0 0 9 | 1 4 0 |
| 126 | Delvada | .. | 3 9 0 | 37 | Juni chavand | 0 0 10 | 1 7 0 |
| 74 | Savni | 0 1 4 | 2 4 0 | 43 | Visavadar | 0 0 11 | 1 9 0 |

These rates are inclusive of the terminal charge of 4 pies per maund or Re. 0-9-0 per ton.

* Open for coal only.

4. The following are the distances and calculated rates per maund and per ton for Public Coal, Coke and Patent Fuel in wagon loads, O. R., L., from *via* Dhari to the undermentioned stations:—

| Miles. | Stations. | Per maund. | Per ton. |
|--------|-----------|------------|-----------|
| | | Rs. a. p. | Rs. a. p. |
| 10 | Bhader | 0 0 6 | 0 14 0 |
| 15 | Jetalvad | 0 0 6 | 0 14 0 |

GONDAL RAILWAY.

1. **Basis for charge.**—Coal, Coke and Patent Fuel for the Public, O. R., L., subject to the minimum weight for charge on the carrying capacity of the original wagon used, booked from *via* Dhasa Junction for traffic from *via* Wadhwan Junction or *via* Dhandhuka Junction, to stations Lathi to Jam Jodhpur, and from *via* Rajkot Junction for traffic from *via* Wadhwan Junction to stations Navagadh to Rajkot Para both inclusive, are charged over this Railway at the rate of 165 pie per maund per mile with four pies per maund terminal on the local distance.

G. Ry.

This is subject to a minimum charge of Rs. 7 per each four-wheeled metre-gauge wagon and as one broad-gauge four-wheeled wagon is taken as equivalent to three four-wheeled metre-gauge wagons for charge over this Railway system the minimum charge per each broad-gauge four-wheeled wagon is Rs. 21 over this Railway. This minimum charge does not apply in the case of Locomotive coal.

In booking from Wadhwan Junction and *via* to stations Dhasa Junction to Jam Jodhpur and *via*, both inclusive, *via* Rajkot Junction, and *vice versa*, ordinary classified rate with terminals leviable will apply.

Coal, Coke and Patent Fuel booked to Rajkot City from stations on the Gondal Railway and *via* will be charged at classified rate with terminal leviable.

2. Routing of Traffic.—Coal, Coke and Patent Fuel for stations on the Gondal Railway should be routed as under, unless the sender specially desires to book such coal *via* any other Junction:—

For stations Lathi to Jam Jodhpur and *via*,—*via* Dhandhuka and Dhasa Junction over the Bhavnagar State Railway.

For stations Rajkot Para to Navagadh,—*via* Wadhwan and Rajkot Junction over the Morvi Railway.

3. Ton rates, how calculated.—In converting maund rates into ton rates, less than six pies are dropped and six pies and above are taken as one anna. One ton is taken as equivalent to 27·22 maunds.

In calculating freight charges at ton rate, fractions of six pies and above are charged as one anna and those below six pies are dropped.

4. The following are the calculated rates per maund and per ton inclusive of the terminal charge, where leviable, for Coal, Coke and Patent Fuel for the Public from *via* Dhasa and *via* Rajkot Junctions to the undermentioned stations on the Gondal Railway:—

| Commodity. | Station from | Station to | Distance Mile | Rate per maund (a) | Rate per ton (a) |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|------------------|-----------------------|---------------------|
| | | | | Total. | Total. |
| | | | | Rs. a. p. | Rs. a. p. |
| | | Lathi | 10 | 0 0 6 | 0 14 0 |
| | | Khijadiya .. | 17 | 0 0 7 | 1 0 0 |
| | | <i>Via</i> Khijadiya (for traffic to stations on the K. D. Ry. and Jetalvad Bhader on the J. S. Ry.) | .. | 0 0 3 | 0 7 0 |
| Coal, Coke and Patent fuel in full wagon loads at O. R., L., subject to a minimum charge on the carrying capa- city of the original broad- gauge wagon used. | <i>Via</i> Dhasa in through booking from <i>Via</i> Wadh- wan and <i>Via</i> Dhandhuka Jns. (B. S. Ry. route). | Chital | 20 | 0 0 7 | 1 0 0 |
| | | Lunidhar .. | 30 | 0 0 9 | 1 4 0 |
| | | Kunkavav Jn. .. | 38 | 0 0 10 | 1 7 0 |
| | | Hadala (Khari) .. | 46 | 0 1 0 | 1 11 0 |
| | | Bagaora .. | 50 | 0 1 0 | 1 11 0 |
| | | Khakhariya .. | 45 | 0 0 11 | 1 9 0 |
| | | Vadia Devli .. | 50 | 0 1 0 | 1 11 0 |
| | | Vavdi | 53 | 0 1 1 | 1 14 0 |
| | | Jetpur | 61 | 0 1 2 | 2 0 0 |
| | | Jetalsar Jn. .. | 65 | 0 1 3 | 2 2 0 |

(a) These rates are subject to a minimum charge of Rs. 7 per each four-wheeled metre-gauge wagon or Rs. 21 per four-wheeled broad-gauge wagon.

G. Ry.

The following are the rates per maund and per ton inclusive of the terminal charge, where leviable, for Coal, Coke and Patent Fuel for the Public from via *Dhasa* and via *Rajkot* Junctions to the undermentioned stations on the Gondal Railway—(Concl'd).—

| Commodity. | Station from | Station to | Distance. Mile. | Rate per maund (a) | | | Rate per ton. (a) | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------|--------------------|-----------------------|--------------|------------|----------------------|--------------|------------|
| | | | | G. Ry. | J. R. Ry. | Total. | G. Ry. | J. R. Ry. | Total. |
| Coal, Coke and Patent fuel in full wagon loads at O. R., L., subject to a minimum charge on the carrying capacity of the original Broad-gauge wagon used. | Via Dhasa in through booking from via Wadhwān and via Dhandhuka Jns. (B. S. Ry. route). | Dhoraji .. | 74 | As. p. 1 4 | As. p. .. | As. p. 1 4 | Rs. a. 2 4 | Rs. a. .. | Rs. a. 2 4 |
| | | Supedi .. | 79 | 1 5 | .. | 1 5 | 2 7 | .. | 2 7 |
| | | Upleta .. | 85 | 1 6 | .. | 1 6 | 2 9 | .. | 2 9 |
| | | Khakhi Jalia .. | 90 | 1 7 | .. | 1 7 | 2 11 | .. | 2 11 |
| | | Bhayavadar .. | 93 | 1 7 | .. | 1 7 | 2 11 | .. | 2 11 |
| | | Panchi-moti .. | 98 | 1 8 | .. | 1 8 | 2 13 | .. | 2 13 |
| | | Nava Jam .. | .. | 1 10 | .. | 1 10 | 3 2 | .. | 3 2 |
| | | Jodhpur.* | .. | .. | .. | .. | .. | .. | .. |
| | | Jam Jodhpur Jn. | 107 | 1 10 | .. | 1 10 | 3 2 | .. | 3 2 |
| | | Via Jam Jodhpur (except for traffic to Porbandar Docks). | 107 | 1 9 | .. | 1 9 | 3 0 | .. | 3 0 |
| | | Via Jam Jodhpur (for traffic to Porbandar Docks). | 107 | 1 4 | .. | 1 4 | 2 4 | .. | 2 4 |
| | | Navagadh .. | 43 | .. | 0 11 | 0 11 | .. | 1 9 | 1 9 |
| | | Virpur .. | 35 | .. | 0 10 | 0 10 | .. | 1 7 | 1 7 |
| | | Gondal .. | 24 | .. | 0 8 | 0 8 | .. | 1 2 | 1 2 |
| Ditto .. | Via Rajkot in through booking from via Wadhwān Jn. (Morvi Ry. route). | Ribda .. | 14 | .. | 0 6 | 0 6 | .. | 0 14 | 0 14 |
| | | Rajkot Town | 10 | .. | 0 6 | 0 6 | .. | 0 14 | 0 14 |
| | | Via Jetalsar Jn. (in through booking with Junagad State Ry.) | 47 | .. | 0 9 | 0 9 | .. | 1 4 | 1 4 |
| | | .. | .. | .. | .. | .. | .. | .. | .. |

(a) These rates are subject to a minimum charge of Rs. 7 per each four-wheeled metre-gauge wagon or Rs. 21-0-0 per four-wheeled broad-gauge wagon.

* Not yet opened.

5. **Dhoraji Factory Siding.**—(i) An extra charge of Rs. 2-8-0 per four-wheeled metre-gauge wagon is charged on Coal, Coke and Patent Fuel booked to the Factory Siding served by Dhoraji station. This extra charge must be shown by the booking station separately on the invoice and should be collected by the receiving station along with the freight.

6. **Bhojrapura siding at Gondal.**—An extra charge of Rs. 2-8-0 per four-wheeled wagon is to be levied in addition to rates to Gondal. This charge will be recovered locally and must not be shown on Invoices and Railway receipts.

7. **Coal for the bona fide use of Kathiawar Railways.**—(a) Coal O. R., L., the bona fide use of the Kathiawar Railways (except Morvi Railway) is charged over the Gondal Railway at the rate of 10 pie per maund per mile *without terminal*.

The following are the calculated rates per maund and per ton for Locomotive Coal for the undermentioned Railways:—

| Railways. | Station from | Station to | Rate per maund. | Rate per ton. |
|-------------------------------------|-------------------|---------------------|-----------------|------------------|
| Junagad State Railway Loco. Coal. | Via Rajkot Jn. .. | Via Jetalsar Jn. .. | Rs. a. p. 0 0 5 | Rs. a. p. 0 11 0 |
| Porbandar State Railway Loco. Coal. | Via Dhasa Jn. .. | Via Jam Jodhpur Jn. | 0 0 11 | 1 9 0 |

(b) Coal O. R., L. for the bona fide use of Morvi Railway is charged at the rate of 14 pie per maund per mile, plus a terminal charge of two pies per maund.

(c) Locomotive coal for the Gaekwar's Baroda State Railway is charged at C/C schedule rate (300 pie per maund per mile *without terminal*).

PORBANDAR STATE RAILWAY.

1. **Basis for charge.**—(i) Coal, Coke and Patent Fuel in full wagon loads, O. R. L., subject to the minimum weight for charge on the carrying capacity of the original broad-gauge wagon used, when booked from *via* Jam Jodhpur for traffic from *via* Dhasa Junction, in through booking from *via* Wadhwan or *via* Dhandhuka Junction, to stations on this Railway, are charged at the following scale of rates:—

| | | | |
|----------------------|-----|----------|------------------------------------------------------|
| From 1 to 50 miles | ... | 0·25 pie | } Per maund per mile without terminal. Schedule C-C. |
| „ 51 to 100 miles | ... | 0·20 „ | |
| „ 101 miles and over | ... | 0·15 „ | |

(ii) This is subject to a minimum charge of Rs. 7 per each four-wheeled metre-gauge wagon. In the case of coal traffic from broad-gauge Railway stations, one broad-gauge four-wheeled wagon is taken as equivalent to three metre-gauge wagons for reckoning charges over the Porbandar State Railway. This minimum charge does not apply in the case of coal traffic to Porbandar Docks.

(iii) The above scale of rates is subject to the differential rule as to distance, *i. e.*, the charge for the lesser distance shall not exceed the charge for the greater distance.

(iv) In converting maund rates into ton rates, less than six pies are dropped and six pies and above are taken as one anna. One ton is taken as equivalent to 27·22 maunds.

2. **Routing of traffic.**—Coal, Coke and Patent Fuel for stations on the Porbandar State Railway should be routed *via* Dhandhuka, Dhasa and Jam Jodhpur Junctions, unless the sender specially desires to book such coal *via* any other Junction.

3. The following are the calculated rates per maund and per ton for Coal, Coke and Patent Fuel from *via* Jam Jodhpur (for traffic from *via* Wadhwan or *via* Dhandhuka and Dhasa Junctions) to the undermentioned stations on the Porbandar State Railway:—

| Commodity. | Station from | Station to | Distance. | Rate per maund.† | Rate per ton.† |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------|-----------|------------------|----------------|
| | | | Miles. | Rs. a. p. | Rs. a. p. |
| Coal, Coke and Patent fuel in full wagon loads at O. R. L., subject to the minimum charge on the carrying capacity of the original broad-gauge wagon used. | Via Jam Jodhpur. | Balwa .. | 10 | 0 0 3 | 0 7 0 |
| | | Wansjalia .. | 15 | 0 0 4 | 0 9 0 |
| | | Sakhpur .. | 19 | 0 0 5 | 0 11 0 |
| | | Ranawao .. | 27 | 0 0 7 | 1 0 0 |
| | | Porbandar .. | 36 | 0 0 9 | 1 4 0 |
| | | Porbandar Docks. | 38 | 0 0 6 | 0 14 0 |

† These rates are subject to a minimum charge of Rs. 7 per each four-wheeled metre-gauge wagon or Rs. 21-0-0 per four-wheeled broad-gauge wagon, except in the case of the rate to Porbandar Docks, when the minimum charge is not leviable.

4. **Rate for Locomotive coal.**—Locomotive Coal for the Porbandar State Railway is charged over the Home Line at the rate of 10 pie per maund per mile.

P. S. Ry.

5. Coal, Coke and Patent Fuel for Porbandar Docks Cement Siding.—

A siding charge of Re. 0-8-0 for each metre-gauge 4-wheeled wagon will be levied in addition to the rates to Porbandar Docks on all Coal, Coke and Patent Fuel booked to Porbandar Docks Cement Siding. This siding charge will be recovered at destination. A remark to the effect must be made on Invoices and Railway Receipts.

6. Table of through rates per ton for public Coal, Coke and Patent Fuel at O. R., L., in full wagon loads from the undermentioned Colliery stations to Porbandar Docks :—

| Station. | Rate per ton. | Route. | Station. | Rate per ton. | Route. |
|--------------------|---------------|-----------------------------------------------------------------------|------------------------------------------|---------------|-----------------------------------------------------------------------|
| | Rs. a. p. | | | Rs. a. p. | |
| Ondal | 17 9 6 | Via Agra East Bank, Sabarmati, Dhandhuka, Dhasa and Jam Jodhpur Junc. | Kaloabathan .. | 17 4 6 | Via Agra East Bank, Sabarmati, Dhandhuka, Dhasa and Jam Jodhpur Junc. |
| Ukhra | 17 11 6 | | Dhanbad | 17 4 6 | |
| Pandaveswar .. | 17 11 6 | | Kusunda, Jherriah, Pathardihi Katrasgarh | 17 4 6 | |
| Darulah Siding .. | .. | | Serampur | 17 11 6 | |
| Samla No. 4 .. | 17 11 6 | | Kurhurbaree .. | 17 11 6 | |
| Palasthali .. . | 17 13 6 | | Domohani No. 2 .. | 17 11 6 | |
| Panchra | 17 11 6 | | Chara | 19 9 6 | |
| Raniganj | 17 9 6 | | Toposi | 17 9 6 | |
| Raniganj Siding .. | 17 9 6 | | Singaran | 17 9 6 | |
| Raniganj Ghat .. | 17 9 6 | | Ikrah | 17 9 6 | |
| Kalipahari .. . | 17 9 6 | | Jamuria | 17 9 6 | |
| Asansol | 17 9 6 | | Barabani | 17 9 6 | |
| Dhadka | 17 9 6 | | Churulia | 17 9 6 | |
| Jainti Siding .. | 17 9 6 | | Gaurangdi | 17 11 6 | |
| Karmatar | 17 9 6 | | Rajhara | 16 7 6 | |
| Sitarampur .. . | 17 7 6 | | Rajhara Siding .. | 16 9 6 | |
| Shamdi | 17 9 6 | | Chandrapura .. | 17 2 6 | |
| Kulti | 17 7 6 | | Bermo | 17 4 6 | |
| Barakar | 17 7 6 | | Ranchi Road .. | 17 7 | |
| Mugma | 17 7 6 | | Barkakana .. | 17 7 6 | |
| Mugma West .. | 17 7 6 | | Ray | 17 2 6 | |

Note.—These rates include the East Indian Railway terminal charge of Re. 0-4-0 per ton and a transshipment charge of Re. 0-4-6 per ton at Agra East Bank.

N. B.—(i) A surcharge of 12½ per cent. of the total freight charges subject to a maximum of Re. 1-0-0 per ton, up to *via* Dhandhuka, is leviable in addition (except on soft coke.)

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable on soft coke.

M. Ry.

MORVI RAILWAY.

1. **Basis for charge.**—Coal, Coke and Patent Fuel at O. R., C. C., L., are charged at the "C/C" schedule rate of 30 pie per maund per mile on the wagon used by the booking railway.

2. **Terminal.**—A terminal charge of Rs. 2-0-0 per 4-wheeled metre-gauge wagon or Rs. 4-0-0 per 4-wheeled B. G. wagon is levied on Public Coal, Coke and Patent Fuel booked to stations on this Railway, one 4-wheeled B. G. wagon being taken as equivalent to two 4-wheeled metre-gauge wagons for wagon terminal charge over this Railway. This terminal charge is not levied on cross traffic but must be levied on Loco. Coal for the *bona fide* use of Gondal and Jamnagar and Dwarka Railways when booked to Rajkot Jn. station. No short distance charge is to be added.

3. The following are the calculated rates per ton for Coal Coke and Patent Fuel between *via* Wadhwan Junction and the undermentioned stations for through booking, with stations on the B. B. & C. I., B. S., and connected railways :—

| Distance. | Station. | Rate per ton. | | | Remarks. |
|-----------|-----------------------------------------------------|---------------|----|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | Rs. | a. | p. | |
| 10 | Wadhwan Camp .. | 0 | 6 | 10 | A terminal charge of Rs. 4-0-0 per 4-wheeled B. G. wagon will be levied in addition to these rates, except in the case of traffic <i>via</i> Rajkot Junction. |
| 11 | Digsar .. | 0 | 6 | 10 | |
| 16 | Muli Road .. | 0 | 11 | 4 | |
| 21 | Ramparda .. | 0 | 13 | 7 | |
| 32 | Than Jn. .. | 1 | 6 | 8 | |
| 39 | Suraj-Deval .. | 1 | 11 | 3 | |
| 44 | Chotila .. | 1 | 13 | 6 | |
| 41 | Daladi .. | 1 | 11 | 3 | |
| 48 | Wankaner Junction .. | 1 | 15 | 9 | |
| 55 | Dhuva* .. | 2 | 6 | 7 | |
| 58 | Makansar .. | 2 | 6 | 7 | |
| 59 | Rafaleshwar* .. | 2 | 8 | 10 | |
| 64 | Nazarbagh .. | 2 | 11 | 1 | |
| 66 | Morvi .. | 2 | 13 | 4 | |
| 72 | Khakhrala Road .. | 3 | 1 | 11 | |
| 75 | Barwala Road .. | 3 | 4 | 2 | |
| 78 | Piplia Road* .. | 3 | 4 | 2 | |
| 82 | Dahinsara .. | 3 | 8 | 9 | |
| 87 | Lavanpur .. | 3 | 11 | 0 | |
| 94 | Navlakhi .. | 3 | 15 | 6 | |
| 56 | Sindhavadar .. | 2 | 6 | 7 | |
| 66 | Khorana .. | 2 | 13 | 4 | |
| 74 | Rajkot .. | 3 | 1 | 11 | |
| 75 | Rajkot Junction and <i>via</i> .. | 3 | 4 | 2½ | |
| .. | <i>Via</i> Rajkot Jn. (for traffic to Rajkot Town). | 4 | 1 | 9 | |
| .. | <i>Via</i> Rajkot Jn. (for traffic to Dwarka.) | 2 | 2 | 0 | |

§ This rate does not apply in booking to and from Lathi to Jam Jodhpur and to Rajkot Town the Gondal Railway and Balwa to Porbandar Docks on the Porbandar State Railway.

* Not open for coal traffic.

4. **Tonnage.**—One ton is considered as equivalent to 27·22 maunds.

5. **Rates for Coal, Coke and Patent Fuel consigned to the Store-keeper, Morvi Railway.**—(i) Coal, Coke and Patent Fuel consigned to the Store-keeper, Morvi Railway, Morvi or Wankaner, in through booking from East Indian Railway Colliery stations will be charged over this Railway at the rate of 1¹/₁₀th pie per maund per mile without terminal.

(ii) The following are the special rates for Coal, Coke and Patent Fuel booked to the Store-keeper, Morvi Railway :—

| | | | | Per ton. | |
|-------------------------|----|----|----|----------|-------|
| | | | | Rs. | a. p. |
| Via Wadhwan to Wankaner | .. | .. | .. | 0 11 | 4 |
| „ to Nazarbagh | .. | .. | .. | 0 13 | 7 |
| „ to Wadhwan Camp | .. | .. | .. | 0 2 | 3 |
| „ to Than Jn. | .. | .. | .. | 0 6 | 10 |
| „ to Chotila | .. | .. | .. | 0 9 | 1 |
| „ to Rajkot | .. | .. | .. | 0 15 | 11 |
| „ to Morvi | .. | .. | .. | 0 15 | 11 |

6. **Morvi Timber Siding.**—The siding charge is Rs. 1-8-0 per 4-wheeled metre-gauge wagon in addition to rates to Morvi station. This charge should not be shown on Invoices but collected locally.

7. Coal in full wagon loads for the *bona fide* use of the Junagad, Jamnagar and Dwarka, Gondal and Cutch State Railways from *via* Wadhwan Junction to Rajkot Junction and *via*, is charged at the following rates on the weight charged by the booking Railway :—

| | | | Rate per ton. | |
|----------------------------------------------------|----|----|---------------|-------|
| | | | Rs. | a. p. |
| For Junagad, Jamnagar & Dwarka and Gondal Railways | .. | .. | 1 8 | 6* |
| For Cutch State Railway | .. | .. | 2 6 | 1 |

* In the case of Loco Coal for the *bona fide* use of the Gondal and Jamnagar & Dwarka Railways booked to Rajkot Jn. itself, a terminal charge of Rs. 4-0-0 per 4-wheeled Broad Gauge wagon must be levied in addition to this rate.

8. **Jetpur (Machhukantha), Khakrechi, Tankara, Amran Road, Dahinsara and Ghantila Out-agencies.**—Coal in bulk may be booked to Jetpur (Machhukantha), Khakrechi, Tankara, Amran Road, Dahinsara and Ghantila Out-Agencies *via* Morvi Railway station, at the following rates leviable in addition to the rates to Morvi :—

| | | per maund. | | per ton. | |
|--------------------------|-------|------------|-------|----------|-------|
| | | Rs. | a. p. | Rs. | a. p. |
| To Jetpur (Machhukantha) | .. | 0 1 | 6 | 2 8 | 10 |
| To Khakrechi | .. .. | 0 2 | 3 | 3 13 | 3 |
| To Tankara | .. .. | 0 1 | 6 | 2 8 | 10 |
| To Amran Road | .. .. | 0 1 | 6 | 2 8 | 10 |
| To Dahinsara | .. .. | 0 1 | 8 | 2 13 | 4 |
| To Ghantila | .. .. | 0 2 | 3 | 3 13 | 3 |

9. **Special Rate for Public Coal to Dwarka.**—For reduced rates for Public Coal from *via* Wadhwan to Dwarka *via* Rajkot Jn., see under Jamnagar and Dwarka Railway.

MADRAS AND SOUTHERN MAHRATTA RAILWAY.**1. Coal, Coke and Patent Fuel—basis for charge.—**

- a*) Over the North-East Line only (including Repalle, Narasapur Kotipalle and Cocanada Port Branches).

For Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways in full wagon loads at owner's risk :—

| | Schedule H. |
|-----------------------------------------------------------|---------------------------|
| | Pies per maund per mile.* |
| (i) For distances 400 miles and under :— | |
| For the first 200 miles | 0·165 |
| For distances over 200 miles up to 400 miles inclusive .. | 0·13 |
| (ii) For distances over 400 miles :— | |
| For the first 200 miles | 0·15 |
| Plus for distances 201 to 400 miles | 0·06 |
| Plus for distances 401 miles and above | 0·05 |

The rate for 401 miles calculated at the scale of rates shown in item (ii) will, if cheaper, apply differentially for distances less than 401 miles.

- (b)* Over the Madras and Southern Mahratta Railway (except the North-East Line including Repalle, Narasapur Kotipalle and Cocanada Port Branches):—

- (i)* For Coal, Coke and Patent Fuel for the Public in full wagon loads, at owner's risk :—

| | Schedule F. |
|---------------------------------------------|--------------------------|
| | Pies per maund per mile. |
| For the first 75 miles | 0·222 |
| Plus for distances 76 to 150 miles | 0·190 |
| Plus for distances 151 to 300 miles | 0·164 |
| Plus for distances 301 to 400 miles | 0·146 |
| Plus for distances above 400 miles | 0·133 |

- (ii)* For Coal, Coke and Patent Fuel for the use of the Madras and Southern Mahratta Railway and other Foreign Railways in full wagon loads, at owner's risk :—

| | Schedule D. |
|---------------------------------------------|--------------------------|
| | Pies per maund per mile. |
| For the first 75 miles | 0·166 |
| Plus for distances 76 to 150 miles | 0·143 |
| Plus for distances 151 to 300 miles | 0·125 |
| Plus for distances 301 to 400 miles | 0·111 |
| Plus for distances above 400 miles | 0·100 |

* Railway risk rates are 20 per cent. higher than the owner's risk rates.

M. S. M. Ry.

2. **Surcharge on Coal, Coke and Patent Fuel.**—A surcharge of 12½ per cent. of the existing total freight charges (inclusive of terminals, transshipment, ferry, siding, out-agency and other extra charges) subject to a maximum of Re. 1-0-0 per ton is levied on Coal, Coke and Patent Fuel for the Public and for the use of Foreign Railways booked from stations situated on the Bengal Nagpur and East Indian Railways and lines worked by these Railways to all stations on the Madras and Southern Mahratta Railway and *via*, which is charged at Railway Board scale rate, Schedule H, subject to the following exception:—

Soft Coke, which is unsuitable for metallurgical purposes is exempted from this surcharge.

3. **Surcharge Cess on Soft Coke.**—A surcharge Cess of Re. 0-2-0 per ton is leviable on Soft Coke originating at the collieries situated in the provinces of Bengal, Bihar and Orissa, *vide* paragraph 9, page 27 of this Tariff.

4. **Terminal, toll, transshipment and extra charges.**—

(i) **Transshipment charge.**—(a) A transshipment charge of one pie per maund or Re. 0-2-3 per ton is levied for the Madras and Southern Mahratta Railway on all Coal, Coke and Patent Fuel booked *via* Hotgi, *via* Miraj and *via* Poona.

(b) A transshipment charge of 2 pies per maund or Re. 0-4-6 per ton is levied on all Coal, Coke and Patent Fuel (other than that booked to Madras and Southern Mahratta Railway Loco. Department) transhipped at all other break of gauge junctions both local and foreign, *viz.*, Arkonam, Katpadi, Bangalore City, Tadepalli or Bezwada, Bhimavaram, Renigunta, Guntakal, Gudur, Yelahanka and Bowringpet.

(ii) **Extra charges.**—The following extra charges are levied over the Madras-Vizagapatam Section (including Repalle, Narasapur, Kotipalle and Cocanada Port Branches) or *via* that Section on Coal, Coke and Patent Fuel booked from *via* Waltair :—

| | Per ton. |
|----------------------------------------------------------------|-----------|
| | Rs. a. p. |
| (a) On Public Coal, Coke and Patent Fuel— | |
| For any distance over the North East Section and <i>via</i> .. | 0 4 0 |
| (b) On Railway Coal— | |
| For distances up to 100 miles from Waltair .. | 0 1 0 |
| For distances over 100 miles but not exceeding 200 miles .. | 0 2 0 |
| For distances over 200 miles but not exceeding 300 miles .. | 0 3 0 |
| For distances over 300 miles | 0 4 0 |

No other terminals and short distance charges are levied.

(iii) **Extra charge.**—An extra charge of Re. 0-2-0 per ton is levied over this Railway on all Coal, Coke and Patent Fuel for the Public and Foreign Railways as well, booked *via* Bezwada to stations on the North-East Line and *via*. This extra charge is not levied on Madras and Southern Mahratta Railway Loco. Coal.

(iv) **Krishna Bridge Toll.**—The Krishna Bridge Toll charge of 3 pies per maund or Re. 0-6-10 per ton is levied on all consignments of Coal, Coke and Patent Fuel booked from and to *via* Bezwada to and from stations on the metre-gauge section of the Madras and Southern Mahratta Railway reached over the Krishna Bridge.

(v) **Extra charge on coal booked to W. I. P. Railway stations.**—An extra charge of one pie per maund is levied on all Coal, Coke and Patent Fuel booked to Collem and stations on the W. I. P. Railway (*viz.* Collem to Mormugao Harbour) except Mormugao Harbour, for handling consignments for the Portuguese Customs at Collem.

M. S. M. Ry.

5. **Sidings at Samalkot and Cocanada Port.**—An extra charge of 6 annas per 4-wheeled wagon must be made on all loaded wagons sent to or from Messrs. Parry & Coy.'s siding at Samalkot and Mr. Bassivi Reddy's siding and the Coromandel Company's siding at Cocanada Port. This charge will also apply in the case of loaded wagons hauled into Bassivi Reddy's siding for Messrs. Strauss & Co. and into Coromandel Company's siding for Messrs. Ralli Bros. The siding charge must be shown separately on the Invoices.

(a) **Burmah Shell Oil Storage and Distributing Company's Siding at Cocanada Port.**—A siding charge of 6 annas per 4-wheeled wagon is made on all wagons sent to and from the siding (in addition to rates to Cocanada Port). The siding charge should be shown separately on the Invoice as "Siding charge."

(b) **Cocanada Beach.**—An extra charge of six annas per 4-wheeled wagon is made on all loaded wagons hauled between Cocanada Port station and Cocanada Beach lines, the charge being shown on Invoices under a separate head "Haulage."

6. **Kolar Mines Power Station, Ltd. Siding.**—On coal booked to Kolar Mines Power Station, Ltd. Siding at Oorgaum, a siding charge of Rs. 4-0-0 per 4-wheeled wagon will be levied in addition to rates to Oorgaum and will be shown separately as "Siding charge."

7. **Burmah Shell Oil Storage and Distributing Company's Siding at Tondiarpet.**—On coal booked to this siding, a siding charge of Rs. 2 per 4-wheeled wagon is levied in addition to the through rates to Tondiarpet. This siding charge should be shown separately on the Invoice as "Siding charge."

8. **Burmah Shell Oil Storage and Distributing Company's siding at Nuzvad.**—On Coal booked to this siding, a siding charge of Rs. 5-0-0 per 4-wheeled wagon is levied in addition to rates to Nuzvad. The siding charge must be shown separately on Invoices.

9. **Stations in Madras.**—The Madras and Southern Mahratta Railway have goods sheds at (1) Salt Cotaurs (2) Rayapuram (3) Madras Harbour (4) Mount Road and (5) Perambur Works. Traffic booked to Madras will be treated as consigned to Salt Cotaurs. Coal for export only is booked to Madras Harbour. Mount Road is open for outward booking only.

(i) **Booking of Coal to Perambur Carriage Works.**—Coal can only be booked to Perambur Carriage Works when consigned to Locomotive, Engineering and Stores Departments. The rate chargeable on coal booked to Perambur Carriage Works is the same as leviable on consignments booked to Madras.

(ii) **Coal for Madras Mills Siding.**—On coal booked through to the Madras Mills siding the rates chargeable to and from the siding will be the same as those charged to and from Madras plus 1 pie per maund for the siding which will be calculated on the actual weight of consignments.

Only consignments intended for the "Carnatic Mills" and the "Buckingham Mills" should be accepted for and booked to this siding.

(iii) **Coal for Madras Harbour.**—Coal may be booked to all firms in the Madras Harbour at the rates applicable to Madras plus an extra charge of 3 pies per maund or Re. 0-6-10 per ton creditable to the Madras Port Trust, the Madras and Southern Mahratta Railway making no charge for the additional lead. This charge should be shown on the Invoices as "Harbour charge."

The Madras Port Trust Railway have a goods shed at Madras Harbour. Coal, Coke and Patent Fuel booked thereto are charged at the rate for Madras plus an extra terminal charge of 3 pies per maund or Re. 0-6-10 per ton. This extra Harbour charge should be shown separately on the invoices. This charge is not subject to the 12½ per cent, surcharge.

M. S. M. Ry.

10. **Electric Supply Corporation Siding at Salt Cotaurs.**—A siding charge is levied on Coal, Coke and Patent Fuel at Re. 0-2-3 per ton or part of a ton of the contents of all loaded wagons hauled to and from the siding for the Madras Electric Supply Corporation at Madras in addition to the rates to Salt Cotaurs. This charge should be shewn on Invoices under a separate heading as "siding charge."

11. **Madras United Spinning and Weaving Mills Company's Siding at Salt Cotaurs.**—A siding charge of 3 pies per maund or Re. 0-6-10 per ton is levied on traffic booked to and from the Madras Spinning and Weaving Mills Company's Siding at Salt Cotaurs in addition to the rates to Salt Cotaurs. The Siding charge must be shown separately on the Invoices.

12. **Krishna Canal Siding (Metre Gauge).**—Coal, Coke and Patent Fuel cannot be booked to Krishna Canal Siding (Metre Gauge) situated between Bezwada and Tadepalli.

13. **Sundaram Benchi Siding at Kanivihalli.**—Sundaram Benchi Siding is open for inward Coal, Coke and Patent Fuel consigned to Messrs. General Sandur Mining Company. A siding charge of Rs. 2 per 4-wheeled wagon is levied in addition to rates to Kanivihalli. The siding charge is in all cases collected and included in the Invoice under a separate heading as "siding charge."

14. **Messrs. Rodrigues and Company's M. G. Siding at Katpadi.**—A siding charge of Re. 1-0-0 per 4-wheeled loaded wagon is levied in addition to rates applicable to Katpadi *via* the M. G. route. The siding charge will in all cases be collected and included in the Invoice under a separate heading as "siding charge."

15. **Rice Mills Siding at Gudivada.**—A siding charge of Re. 0-8-0 per 4-wheeled loaded wagon is levied in addition to the rates applicable to and from Gudivada. The siding charge will in all cases be collected and included in the Invoice under a separate heading as "siding charge."

16. **Coal for Godavari North Siding at Rajahmundry.**—A siding charge of Rs. 4-0-0 per 4-wheeled B. G. wagon is levied in addition to rates to Rajahmundry. The siding charge will in all cases be included in the Invoice under a separate heading as "siding charge."

17. **Messrs. Shaw Wallace and Company's Siding at Avadi.**—A siding charge of Rs. 2-0-0 per 4-wheeled loaded wagon is levied in addition to rates to Avadi. The siding charge will in all cases be collected and included in the Invoice under a separate heading as "siding charge."

18. **Siding for Mr. Abdul Salam's Bone Factory at Oblapuram.**—A siding charge of Re. 0-6-0 per 4-wheeled wagon is levied in addition to rates to Oblapuram. The siding charge will in all cases be collected and included in the Invoice under a separate heading as "siding charge."

19. **Siding for Mahalakshmi Ginning Factory and Bramhappa Taranappanavar Oil Mills at Davangere.**—A siding charge of Re. 1-0-0 per 4-wheeled wagon is levied on traffic booked to and from this siding in addition to rates to and from Davangere. The siding charge will in all cases be collected and included in the Invoice under a separate heading as "siding charge."

20. **Bangalore East Siding.**—Bangalore East Siding situated between Krishnarajapuram and Bangalore Cant., which serves the Tobacco Manufactures (India) Ltd. Company, is open for receipt of Coal, Coke and Patent Fuel. A siding charge of 2 pies per maund or Re. 0-4-6 per ton must be levied in addition to the rates to Bangalore Cant. The siding charge is subject to a minimum charge of Re. 0-1-0 per consignment and must be shown separately on the Invoice.

M. S. M. Ry.

21. **Oil Siding at Ranipet.**—A siding charge of Re. 1-0-0 per wagon is levied on all loaded wagons sent to and from the oil siding at Ranipet in addition to the rates applicable to and from Ranipet. The siding charge must be shown separately on the Invoice.

22. **Ghorpuri Troop Siding at Poona.**—A siding charge of Rs. 5 per wagon is levied on all loaded wagons in addition to the rates to and from Poona. The siding charge must be shown separately on the Invoice.

23. **Parry and Co.'s Siding at Nidadavolu.**—On Coal, Coke and Patent Fuel booked to Messrs. Parry and Co.'s Siding at Nidadavolu, a siding charge of Rs. 2-0-0 per 4-wheeled wagon should be levied in addition to rates to Nidadavolu. The siding charge must be shown separately on the Invoice.

24. **Siding for the Western India Match Company at Tiruvottiyur.**—A siding charge of Rs. 2-12-0 per 4-wheeled loaded wagon will be levied in addition to rates to Tiruvottiyur. The siding charge must be shown separately on the Invoice.

25. **Siding for Messrs. Louis Dreyfus & Co., at Tidal Lock, Masulipatam.**—On coal booked to this siding an additional charge of 2 pies per maund or Re. 0-4-6 per ton will be levied over and above the rates to Masulipatam.

26. **Siding at Nira for the Phaltan Sugar Works, Ltd.**—A siding charge of Re. 1 per 4-wheeled loaded wagon is levied (on the number of Metre Gauge Wagons actually used over the siding) in addition to rates to and from Nira. The siding charge will be collected and included in the Invoice under a separate heading as "siding charge".

27. **Siding for India Sugar and Refiners, Ltd. at Hospet.**—A siding charge of Rs. 1-8-0 per 4-wheeled wagon is leviable in addition to the rates applicable to Hospet. The siding charge must be shown separately on the Invoice.

28. **Siding at Karad.**—A siding charge of Re. 0-8-0 per 4-wheeled loaded wagon is levied in addition to rates to Karad. The siding charge must be shown separately on the Invoice.

29. **Siding for the Indian Leaf Tobacco Development Company at Chirala.**—On consignments booked to the siding for the Indian Leaf Tobacco Development Company Limited at Chirala a siding charge of Rs. 2-0-0 per wagon is levied in addition to the rates to Chirala. The siding charge must be shown separately on the Invoice.

30. **New Berar Company Siding at Bijapur.**—A siding charge of Re. 0-6-0 per loaded 4-wheeled wagon and Re. 0-12-0 per loaded bogie wagon are levied in addition to the rates applicable to or from Bijapur, when consignments are booked to or from the New Berar Company Siding at Bijapur. The siding charge must be shown separately on the Invoice.

31. **Bassivi Reddy's Siding at Nidadavolu.**—A siding charge of Re. 0-6-0 per 4-wheeled wagon is made on all loaded wagons sent to and from Bassivi Reddy's Siding at Nidadavolu. The siding charge must be shown separately on the Invoice.

32. **Coal for Nagasamudram Siding.**—A siding connected with Nagasamudram station has been opened for coal. The rates chargeable to and from the siding are the same as those charged to and from Nagasamudram plus 1 pie per maund for the siding.

33. **Coal for Iron Jetty and Major's Bundar.**—A haulage charge of Re. 0-4-0 per ton is levied on Coal, Coke and Patent Fuel hauled from Mormugao Harbour to Iron Jetty and from Vasco-da-Gama to Major's Bundar.

34. **Coal to Railway Engineering Sand Siding at Bezwada.**—The Railway Engineering Sand Siding at Bezwada is open for traffic in wagon loads consigned to the "Industrial Engineers and Merchants Ltd." Bezwada. An extra charge of Rs. 10 per 4-wheeled wagon is levied in addition to rates to Bezwada.

M. S. M. Ry.

35. Minimum weight for charge for Coal and Coke.—The minimum weight for charge for coal and coke booked from stations on the Madras and Southern Mahratta Railway is as shown below. When the actual weight exceeds the minimum weight, charges should be made on actual weight.

Minimum weight for coal.—10 maunds less than the coal carrying capacity shown in column D below.

Minimum weight for coke.—The full coke carrying capacity shown in column E below.

Broad Gauge.

| A | B | C | D | E |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------------|-----------------------------------------------|
| Type | | Carrying capacity | Coal carrying capacity at 42 C. ft. per ton. | Coke carrying capacity at 63½ C. ft. per ton. |
| New | Covered or Open Wagons. | | | |
| | Covered Goods Wagons. | Tons. | Tons. | Tons. |
| C | 3745 to 3808, 3810 to 3830, 3832 to 3845, 3847 to 3875, 3877 to 3922, 3924 to 3936, 3938 to 3946, 3948, 3949, 3951 to 3965, 3967 to 3996, 3998 to 4119, 4121 to 4150. | 23 | 23 | 16 |
| C | 1537 to 1551, 1553 to 1589, 1591 to 1595, 1601, 1602. | 23 | 23 | 16 |
| C | 1701 to 1713, 1715 to 1771, 1773 to 1830 .. | 23 | 23 | 16 |
| C | 1831 to 1878, 1880 to 1991, 1993 to 2028, 2030 to 2108, 2110 to 2217, 2219 to 2237, 2239 to 2247, 2249 to 2265, 2267 to 2415, 2417 to 2536, 2538 to 2560, 2562 to 2579, 2581 to 2724, 2726 to 2767, 2769 to 2782, 2784 to 2921. | 23 | 23 | 17 |
| C | 4200 to 4203, 4205 to 4234, 4236, 4238 to 4245, 4247 to 4249, 4251 to 4266, 4268 to 4281, 4283 to 4285, 4287 to 4347, 4349 to 4430, 4432 to 4439, 4441 to 4449, 4451 to 4453, 4455 to 4460, 4462 to 4487, 4489 to 4491, 4493 to 4511, 4513 to 4525, 4527, 4528, 4530 to 4558, 4560 to 4595, 4597 to 4600, 4602 to 4624, 4626 to 4625, 4638, 4639, 4641 to 4682, 4684 to 4699. | 22 | 21 | 14 |
| C | 4713, 4733, 4783, 4833, 4834, 4839, 4866, 4891, 4896, 4904, 4907, 4935, 4953, 4956, 4964, 4972, 4973, 5002, 5005, 5012, 5018, 5019, 5028, 5033, 5048, 5051, 5062, 5087, 5099, 5112, 5119, 5131, 5147, 5157, 5235 and 5246. | 21 | 21 | 18 |
| C | 4700 to 4712, 4714 to 4732, 4734 to 4782, 4784 to 4832, 4835 to 4838, 4840 to 4865, 4867 to 4890, 4892 to 4895, 4897, 4898, 4900 to 4903, 4905, 4908 to 4934, 4936 to 4952, 4954, 4955, 4957 to 4963. | 22 | 22 | 18 |
| C | 4965 to 4971, 4974 to 5001, 5003, 5004, 5006 to 5011, 5013 to 5017, 5020 to 5027, 5029 to 5032, 5034 to 5047, 5049, 5050, 5052 to 5061, 5063 to 5086, 5088 to 5098, 5100 to 5111, 5113 to 5118, 5120 to 5125, 5127 to 5130, 5132 to 5146, 5148 to 5156, 5158 to 5234, 5236 to 5245, 5247 to 5299, 7501 to 7768 and 7770 to 7940. | 22 | 22 | 18 |

Broad Gauge.—(Contd.)

| A | B | C | D | E |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------------|-----------------------------------------------|
| Type | | Carrying capacity | Coal carrying capacity at 42 C. ft. per ton. | Coke carrying capacity at 63½ C. ft. per ton. |
| New | Covered or Open Wagons. | | | |
| | Covered Goods Wagons.—(Contd.) | Tons. | Tons. | Tons. |
| C | 3463 to 3543, 3545 to 3550, 3553 to 3609, 3611 to 3620, 3622 to 3641, 3643 to 3656, 3658 to 3693, 3696 to 3744. | 16 | 16 | 13 |
| CA | 3000 to 3034, 3036 to 3044, 3046 to 3085, 3087, 3089 to 3139, 3141 to 3158, 3160 to 3169, 3171 to 3181, 3183 to 3185, 3187 to 3190, 3192 to 3194, 3196 to 3217, 3219 to 3224, 3226 to 3249, 3251 to 3291, 3293 to 3298, 3314, 3319, 3322, 3324, 3345, 3355, 3361, 3366, 3367, 3369, 3374, 3375, 3379, 3383, 3384, 3387 to 3391, 3394 to 3398, 3402, 3403, 3405, 3406, 3408, 3410, 3412, 3413, 3416, 3423, 3427, 3437, 3438, 3440, 3442, 3443, 3445, 3446, 3448, 3451, 3460. | 16 | 16 | 13 |
| C | 1460, 1463 to 1466, 1469, 1471, 1474, 1478, 1480, 1484, 1486 to 1489, 1493, 1495, 1500, 1501, 1505 to 1507, 1509 to 1511, 1516 to 1518, 1523, 1525, 1526, 1528 to 1530, 1532 to 1536. | 11 | 11 | 11 |
| CJ | 1620 to 1700 and 8105 to 8224 | 21 | 21 | 21 |
| CR | 8607 to 8736 | 22 | 22 | 18 |
| | Open Goods Wagons. | | | |
| KL | 6066 to 6068, 6070, 6072, 6073, 6075, 6078 to 6080, 6082 to 6084, 6086 to 6090, 6092 to 6095, 6097 to 6099, 6106. | 19 | 11 | 7 |
| K | 6107 to 6123, 6125 to 6156 | 24 | 20 | 13 |
| K | 6157 to 6166 | 23 | 20 | 13 |
| K | 6209 to 6239, 6241 to 6365, 6412 to 6494, 6496 to 6540. | 23 | 20 | 13 |
| KF | 6800 to 6870, 6872 to 6934, 6936 to 6939, 6941 to 6999. | 23 | 21 | 14 |
| K | 6701 to 6707, 6709 to 6741, 6743 to 6772, 6774 to 6795. | 23 | 20 | 13 |
| K | 6651 to 6675 | 23 | 20 | 14 |
| K | 5996, 6011, 6019, 5940 | 17 | 16 | 11 |
| K | 7044, 7068, 7090 | 17 | 15 | 10 |
| K | 8542 to 8606 | 22 | 22 | 15 |
| KL | 7114, 7126, 7132, 7138 to 7140, 7143, 7146, 7147 | 17 | 6 | 4 |
| KW | 7115, 7118, 7123, 7124, 7127, 7129, 7136, 7137, 7142, 7145. | 17 | 6 | 4 |

Broad Gauge.—(Contd.)

| A | B | C | D | E |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------------|-----------------------------------------------|
| Type | | Carrying capacity | Coal carrying capacity at 42 C. ft. per ton. | Coke carrying capacity at 63½ C. ft. per ton. |
| New | Covered or Open Wagons. | | | |
| | Open Goods Wagons.—(Concl'd.) | Tons. | Tons. | Tons. |
| KL | 7148, 7149, 7154, 7158, 7159, 7161, 7163, 7164, 7168, 7170, 7173, 7174, 7176, 7179, 7181 to 7184, 7186, 7187, 7197 to 7199, 7204, 7206 to 7208, 7210, 7212, 7218 to 7220, 7222, 7224 to 7226, 7228, 7230, 7232 to 7234, 7240, 7241, 7244, 7247, 7248. | 18 | 6 | 4 |
| KW | 7152, 7156, 7160, 7169, 7190 to 7195, 7205, 7216, 7217, 7223, 7229, 7235 to 7239, 7242, 7245. | 18 | 6 | 4 |
| KL | 7252 to 7255, 7258, 7260, 7262, 7264 to 7268, 7270 to 7273, 7275, 7276, 7278, 7281 to 7284, 7286, 7291, 7292, 7295 to 7299, 7302, 7303, 7305 to 7308, 7310, 7311, 7313 to 7328. | 17 | 6 | 4 |
| KW | 7251, 7259, 7301 | 17 | 6 | 4 |
| BKC | 8000 to 8009 | 41 | 41 | 33 |
| BKF | 8042 to 8094 | 42 | 42 | 33 |
| K | 7000, 7002, 7005 to 7011, 7013 to 7016, 7018 to 7020, 7022 to 7029, 7031 to 7033, 7035, 7036, 7038 to 7040. | 16 | 16 | 12 |
| KW | 5735, 5737, 5739, 5740, 5741, 5750, 5751, 5756, 5763. | 12 | 12 | 9 |
| KW | 5552, 5585 | 12 | 12 | 7 |
| K | 5620 to 5694 and 5781 to 5930 | 22 | 22 | 17 |
| BKF | 8095 to 8104 | 42 | 42 | 29 |
| | Covered Goods Wagons. | | | |
| BC | 5077, 5078, 5082 | 15 | 15 | 11.50 |
| C | 3519, 3523, 3527, 3533, 3541, 3546, 3597, 3603, 3604, 3618, 3634, 3645, 3650, 3661, 3668, 3676, 3677, 3681, 3689, 3692, 3703, 3718, 3728, 3729, 3735, 3738, 3749, 3754, 3757, 3767, 3776, 3801, 3812, 3817, 3824, 3826, 3828, 3834, 3838, 3844, 3846, 3851, 3852, 3855, 3862, 3865, 3870, 3871, 3879, 3890, 3906, 3917, 3936, 3949, 3950, 3960, 3961, 3973, 3974, 3979, 3999, 4005, 4007, 4009, 4014, 4016, 4024, 4026, 4044, 4051, 4052, 4054, 4067, 4074, 3656, 3737. | 12 | 9.75 | 6.50 |
| C | 2718, 3376, 3380, 3383 to 3386, 3388, 3389, 3391, 3392, 3393, 3396, 3398, 3401, 3403, 3406, 3408, 3414, 3418 to 3420, 3422 to 3425, 3428 to 3431, 3437 to 3440, 3446, 3449, 3453, 3454, 3455, 3457, 3462 to 3464, 3466, 3467, 3473, 3480, 3481, 3487, 3489, 3490, 3492, 3497 to 3499, 3501, 3504, 3506, 3511, 3513, 3549, 3550, 3552, 3554, 3555, 3563, 3566, 3569, 3579, 3581, 3583, 3588 to 3590, 3595, 3778, 3875, 3876, 3878, 3881 to 3884, 3887, 3889, 3894, 3896, 3898, 3900 to 3904, 3907, 3912 to 3914, 3916, 3918, 3919, 3925, 3928, 3931, 3932, 3937 to 3939, 3941 to 3944, 3948, 3951 to 3956, 3958, 3959, 3964, 3965, 3968, 3969, 3971, 3972, 3980 to 3983, 3985, 3988 to 3992, 3995, 3997, 3998, 4000 to 4003, 4006, 4008, 4010 to 4013, 4015, 4018, 4019, 4021, 4023, 4025, 4029, 4031, 4032, 4033, 4035, 4038, 4041, 4042, 4045 to 4047, 4058 to 4060, 4063, 4064, 4068 to 4070, 4075, 4078, 4080, 4081, 7347, 7364, 7420. | 7½ | 7.25 | 6.50 |

Broad Gauge.—(Contd.)

| A | B | C | D | E |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------------|-----------------------------------------------|
| Type | | Carrying capacity | Coal carrying capacity at 42 C. ft. per ton. | Coke carrying capacity at 63½ C. ft. per ton. |
| New | Covered or Open Wagons. | | | |
| | Covered Goods Wagons.—(Contd.) | Tons. | Tons. | Tons. |
| C | 8774, 8876, 8877, 8881, 8882, 8884, 8885, 8887, 8888, 8893, 8898, 8899, 8900, 8902, 8903, 8909, 8911, 8913, 8915, 8916, 8921, 8922, 8924, 8928, 8934, 8941 to 8947. | 7½ | 7.25 | 6.50 |
| C | 8949, 8950, 8954, 8955, 8956, 8957, 8958, 8960, 8961, 8963, 8965, 8968, 8970, 8972, 8973, 8976, 8978, 8981, 8982, 9713, 9715, 9716, 9717, 9719, 9720, 9722, 9725, 9726, 9729, 9730, 9732 to 9737. | 7½ | 7.25 | 6.50 |
| CG | 9713, 9715, 9717, 9719, 9720, 9722, 9725, 9726, 9729, 9730, 9732, 9733, 9734, 9735, 9736, 9737. | 7½ | 7.25 | 6.50 |
| C | 2932, 2996, 3013, 3016, 3046, 4056, 4065, 8701, 8761, 8763, 8787, 8850, 8857, 8879, 8895, 8908, 8923, 8926, 8932, 8938, 8939, 8953, 8969. | 7½ | 7.25 | 6.50 |
| Q | 7398 | 11½ | 11.50 | 8.00 |
| | 2883, 2893, 3336, 3484, 4443, 5180 to 5189, 5191 to 5224, 5226 to 5500, 5526 to 5556, 5558 to 5600, 5625 to 5640, 5642 to 5650, 5665 to 5667, 5669 to 5899, 6321 to 6361, 6363 to 6428, 6586, 6658, 6592 to 6594, 6596, 6597, 6599, 6601 to 6633, 6634, 6636 to 6638, 6640, 6642, 6645, 6647 to 6649, 6651, 6653 to 6655, 6657 to 6659, 6661 to 6663, 6667, 6669, 6671 to 6673, 6675 to 6680, 6682 to 6685, 6687, 6688, 6690 to 6694, 6697, 6698, 6702, 6706, 6707, 6710, 6712 to 6717, 6719, 6721, 6723, 6724, 6727, 6730, 6731, 6733 to 6735, 6737 to 6739, 6741 to 6746, 6749 to 6751, 6753 to 6771, 6806, 6815, 6820, 6832, 6849, 6863, 6866, 6874, 6879, 6896, 6911, 6930, 6931, 6936, 6946, 6947 to 6949, 6951 to 6997, 7500, 7502 to 7505, 7507, 7508, 7511 to 7517, 7519, 7544, 8318, 8323, 8370, 8381, 8936, 9951, 9081 to 9090, 9102, 9115, 9126, 9134, 9139 to 9180, 9450 to 9461, 9463 to 9472, 9723, 9798 to 9801, 9803 to 9823. | 11 | 11.00 | 8.50 |
| C | 4083, 4089, 4090, 4108 to 4137, 4139 to 4168, 4170 to 4230, 4581 to 4590, 7316 to 7320, 7322 to 7329, 7331, 7333, 7336 to 7343, 7345, 7346, 7348, 7351, 7354, 7356, 7358, 7360, 7361, 7363, 7366, 7370, 7371, 7373, 7374, 7377 to 7381, 7387, 7390, 7401, 7402, 7405, 7408, 7409, 7412, 7413, 7419, 7428, 7439, 7443, 7444, 7449, 7451, 7454, 7457, 7461, 7466, 7472, 7482, 7484, 7494, 7506, 8730, 8983 to 9047, 9049 to 9059. | 11½ | 11.75 | 8.00 |
| C | 2804, 3322, 4091 to 4100, 4231 to 4235, 4237 to 4379, 4381 to 4420, 4422 to 4442, 4444 to 4468, 4470 to 4531, 4533 to 4580, 4591 to 4598, 7321, 7330, 7334, 7335, 7344, 7349, 7350, 7393, 7407, 7421, 7423, 7431, 7438, 7440, 7441, 7450, 7464, 7469, 7471. | 11½ | 11.25 | 8.00 |

Broad Gauge.—(Contd.)

| A | B | C | D | E |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------------|--------------------------------------------------------------|
| Type | Covered or Open Wagons. | Carrying capacity | Coal carrying capacity at 42 C. ft. per ton. | Coke carrying capacity at 63½ C. ft. per ton. |
| New | | | | |
| | Covered Goods Wagons.—(Concl'd.) | Tons. | Tons. | Tons. |
| C | 4084 to 4088, 5225, 6501 to 6527, 6529 to 6579, 7352, 7353, 7355, 7357, 7359, 7362, 7365, 7367 to 7369, 7372, 7375, 7376, 7382 to 7386, 7388, 7389, 7391, 7392, 7394, 7395, 7399, 7400, 7403, 7404, 7406, 7410, 7411, 7414 to 7418, 7422, 7424 to 7427, 7429, 7430, 7432 to 7434, 7437, 7442, 7445 to 7448, 7452, 7453, 7455, 7456, 7458, 7459, 7460, 7462, 7463, 7465, 7467, 7468, 7470, 7473 to 7481, 7486 to 7493, 7495 to 7499, 7501, 7509, 7510, 7518, 7616, 9060 to 9073, 9075 to 9080 .. | 11½ | 11·25 | 8·00 |
| C | 359, 361 | 12½ | 11·00 | 7·25 |
| C | 9907 to 9979, 9985 to 9989, 10200 to 10429 .. | 14½ H | 14·25 | 10·50 |
| C | 4713, 4714, 4716 to 4966, 7653 to 7730, 7978 to 7999, 8441 to 8443, 9181 to 9196, 9424 to 9449, 9480 to 9500, 9504 to 9519, 10001 to 10191 and 10430 to 10756. | 10½ L 14½ H 10½ L | 10·25 14·50 10·50 | 10·25 .. 9·5 |
| CJ | 9557 to 9579, 9581 to 9589, 9993 to 9997, 11551 to 11950, 12001 to 12629, 12631 to 12670, 12897 to 12900, 12961 to 13385, 13395 to 13406, 15108 to 15396, 20001 to 20046. | 17½ A 13½ H 9½ L | 17·75 13·75 9·75 | .. 11·75 9·75 |
| BC | 5085 to 5090 | 22½ | 22·75 | 15·75 |
| BC | 4967 to 5000, 9198 and 9199 | 22½ | 22·50 | 17·00 |
| | Open Goods Wagons. | | | |
| KC | 12605 to 12630 | 18½ A 14½ H 10½ L 18½ A 14½ H 10½ L 37½ A 29½ H 21½ L | 18·00 14·25 10·25 14·75 14·25 10·25 13·75 | .. 11·75 10·25 9·75 9·00 |
| K | 9525 to 9527, 9532 to 9548, 15001 to 15107, 20047 to 20061. . | 35½ A 27½ H 19½ L 11½ | 29·5 27·75 19·75 11·50 | 19·5 7·5 |
| BKL | 11951 to 11995 | 14½ H 10½ L 22½ 15½ H 11½ L 29½ H 21½ L | 12·00 10·75 15·25 .. 7·25 23·50 21·50 | .. 8·00 10·00 .. 4·75 .. 15·5 |
| MBOC | 13407 to 13421 | 35½ A 27½ H 19½ L 11½ | 29·5 27·75 19·75 11·50 | 19·5 7·5 |
| KC | 9321, 9900 | 14½ H 10½ L 22½ 15½ H 11½ L 29½ H 21½ L | 12·00 10·75 15·25 .. 7·25 23·50 21·50 | .. 8·00 10·00 .. 4·75 .. 15·5 |
| KC | 8510 to 8514, 9322 to 9400, 9421 to 9423, 9824 to 9898, 9901 to 9906, 10781 to 11198, 11200 to 11398. | 14½ H 10½ L 22½ 15½ H 11½ L 29½ H 21½ L | 12·00 10·75 15·25 .. 7·25 23·50 21·50 | .. 8·00 10·00 .. 4·75 .. 15·5 |
| BKDF | 2301 to 2463, 9405 to 9419 | 14½ H 10½ L 22½ 15½ H 11½ L 29½ H 21½ L | 12·00 10·75 15·25 .. 7·25 23·50 21·50 | .. 8·00 10·00 .. 4·75 .. 15·5 |
| KL | 11399 to 11534 | 14½ H 10½ L 22½ 15½ H 11½ L 29½ H 21½ L | 12·00 10·75 15·25 .. 7·25 23·50 21·50 | .. 8·00 10·00 .. 4·75 .. 15·5 |
| BKC | 7031 to 7036, 7040 to 7055 | 14½ H 10½ L 22½ 15½ H 11½ L 29½ H 21½ L | 12·00 10·75 15·25 .. 7·25 23·50 21·50 | .. 8·00 10·00 .. 4·75 .. 15·5 |
| BKC | 2578 to 2583 | 23½ | 21·25 | 14·00 |
| KL | 187, 188, 8220, 8209 | 7½ | 3·25 | 2·25 |

M. S. M. Ry.

(i) **Minimum weights for charge for coal.**—Over the Madras-Vizagapatam Section including the Repalle, Narasapur, Kotipalle and Cocanada Port Branches, fractions of a ton will be charged as follows.

| Below 2 cwts. | | | | No charge. | |
|---------------------------|----|----|----|-----------------------------------|-----------------|
| 2 cwts. and below 8 cwts. | .. | .. | .. | Charges as for $\frac{1}{2}$ ton. | |
| 8 do. 12 " | .. | .. | .. | Do. | $\frac{1}{2}$ " |
| 12 do. 18 " | .. | .. | .. | Do. | $\frac{3}{4}$ " |
| 18 cwts. and over | .. | .. | .. | Do. | 1 " |

(ii) When wagons cannot be loaded up to the full carrying capacity owing to a restriction on the gross weight allowed per axle on any portion of the route over which they are to be booked of the load must be regulated so that the gross load shall not exceed the gross loads permitted over the restricted section. In such cases the minimum weight for charge shall be one ton less than the gross permissible load less the tare.

Example.—A wagon with a carrying capacity of 24 tons with tare of 8 tons, or a gross load of 32 tons, has to be booked over a section where the gross load is restricted to 28 tons, the minimum weight for charge will be gross load 28 tons less 9 tons (8 tons tare plus 1 ton) = 19 tons.

(iii) When coal is loaded in Madras and Southern Mahratta Railway wagons and booked from the collieries on the East Indian Railway, the charge will be made on actual weight of the whole consignment subject to a minimum charge on the aggregate of the minima weights for charge of all wagons which contain the same quality of coal for that consignment.

(iv) Coal, Coke and Patent Fuel loaded at stations on Madras and Southern Mahratta Railway in Foreign Railway wagons is subject to minimum weight for charge as notified by Railways owning the wagons used.

36. **Booking of Coal to Out-Agencies.**—(i) Coal, Coke and Patent Fuel can be booked to Nidadavolu Canal Out-Agency at an extra charge of Re. 0-0-1 per maund or Re. 0-2-3 per ton in addition to the rates to Nidadavolu station.

(ii) Coal, Coke and Patent Fuel in bulk may be booked to Uravakonda Out-Agency at an extra charge of Re. 0-2-6 per maund in addition to rates to Guntakal.

(iii) Coal, Coke and Patent Fuel may be booked to the following Out-Agencies at the extra charge shown against each in addition to rates to Bezwada:—

| Rate per Maund | | | |
|----------------|----|----|-----------|
| Kanchikacherla | .. | .. | Re. 0 2 0 |
| Nandigama | .. | .. | Re. 0 2 6 |
| Jaggayyapeta | .. | .. | Re. 0 3 0 |

Subject to a minimum charge of As. 0 4 0 per consignment.

Coal, Coke and Patent Fuel cannot be accepted for booking to other Out-Agencies.

37. The following reduced rates for coal, coke and patent fuel are charged over the Madras and Southern Mahratta Railway:—

| Commodity | Station | | Rate per ton |
|--------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|------------|--------------------------------|
| | From | To | |
| Coal, Coke and Patent Fuel for the Public in full wagon loads, O. R., L. | <i>Via</i> Bezwada (for traffic from <i>via</i> Waltair except in booking from Sarak, Ray, Rajhara and Rajhara Siding). | Dharwar | Rs. a. p. 8 13 3 $\frac{1}{2}$ |
| | | Hubli | 8 8 9 $\frac{1}{2}$ |
| | | Gadag | 7 11 2 $\frac{1}{2}$ |
| | | Davangere | 10 8 6 $\frac{1}{2}$ |
| | | Ranibennur | 10 1 8 $\frac{1}{2}$ |
| | | Dharwar | 7 0 3 $\frac{1}{2}$ |
| Ditto .. | <i>Via</i> Bezwada (for traffic from Rajhara and Rajhara Siding <i>via</i> Waltair). | Hubli | 6 11 9 $\frac{1}{2}$ |
| | | Gadag | 5 14 2 $\frac{1}{2}$ |
| | | Ranibennur | 8 4 8 $\frac{1}{2}$ |
| | | Davangere | 8 11 6 $\frac{1}{2}$ |

$\frac{1}{2}$ In addition to these rates a transshipment charge of Re. 0-4-6 per ton should be levied.

M. S. M. Ry.

The following reduced rates for coal, coke and patent fuel are charged over the Madras and Southern Mahratta Railway.—(Contd.) :—

| Commodity | Station | | Rate per ton. |
|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------|
| | From | To | |
| Coal, Coke and Patent Fuel for the Public in full wagon loads, O. R., L. | (Via Bezwada for traffic from Ranchi Road and Ray via Waltair). | Dharwar .. | Rs. a. p. 8 6 3½ |
| | | Hubli .. | 8 1 9½ |
| | | Gadag .. | 7 4 2½ |
| | | Ranibennur .. | 9 10 8½ |
| | | Davangere .. | 10 1 6½ |
| Ditto .. | Via Bezwada (for traffic from Rajhara and Rajhara Siding via Waltair.) | Dronachellam and via. | 5 9 6½ |
| Ditto .. | Via Madras .. | Bhadravati (via Bangalore City) | 7 9 0½ Rate per maund. |
| Ditto .. | Via Madras .. | Coimbatore (via Jalarpet). | 0 4 4* |
| Ditto .. | Via Madras .. | Madukarai (via Jalarpet). | 0 4 4* |
| Ditto .. | Via Gudur (for traffic from Kalipahari, Dhadka, Kusunda, Jherriah, Pathardihi, Katrasgarh and Domohani No. 2 via Waltair.) | Katpadi and via .. | 2 2 8½ |
| Ditto .. | Via Gudur (for traffic from E. I. Railway colliery stations other than those mentioned above via Waltair). | Ditto .. | 1 15 8½ |

* Madras and Southern Mahratta Railway Re. 0-2-1 and South Indian Railway Re. 0-2-3.

† Madras and Southern Mahratta Railway Rs. 4-6-1 and Mysore Railway Rs. 3-2-11.

‡ In addition to these rates a transshipment charge of Re. 0-4-6 per ton should be levied.

38. **Loco. Coal for the South Indian Railway** in full wagon loads, O.R., L from via Gudur (for traffic from Kalipahari, Dhadka, Kusunda, Jherriah, Pathardihi, Katrasgarh and Domohani No. 2 via Waltair) to Katpadi and via is charged at the special rate of Rs. 1-11-3 per ton plus a transshipment charge of Re. 0-4-6 per ton at Gudur, while from via Gudur (for traffic from other colliery stations on the East Indian Railway via Waltair) to Katpadi and via a special rate of Rs. 1-8-11 per ton is charged plus a transshipment charge of Re. 0-4-6 per ton at Gudur.

39. **Rate for Coal to stations on the Guntur-Tenali Section.**—The following are the rates for Public Coal, Coke and Patent Fuel in full wagon loads, at owners risk, from via Tenali (for traffic from via Waltair) to the undermentioned stations on the Guntur-Tenali Section (Broad Gauge).

| Miles | Station | | Rate per maund | Remarks |
|-------|--------------------|-------|----------------|------------------------|
| | | | Rs. a. p. | |
| 5 | Sangam Jagarlamudi | .. .. | 0 0 2* | |
| 9 | Vejendla | .. .. | 0 0 2* | |
| 16 | Guntur | .. .. | 0 0 6* | (No lower rates apply) |

There are no transshipment facilities at Guntur.

* These rates are not subject to 12½ per cent. surcharge.

M. S. M. Ry.

40. Rates for Coal to certain Meter Gauge stations on Madras and Southern Mahratta Railway.—The following are the rates for Coal, Coke and Patent Fuel per maund between Bhimavaram Jn. and all stations Undi to Moturu and Uppaluru to Masulipatam on the Metre Gauge of the Madras and Southern Mahratta Railway to be used in booking with the East Indian Railway and connected Railways *via* Waltair.

Note.—To arrive at the total rate from the E. I. Ry. collieries to stations mentioned below the rate from these collieries to Bhimavaram Jn. (calculated on the through distance at Schedule "H" scale for Railway or Public coal, including the terminal and other extra charges due to E. I. & N. E. Line of the M. & S. M. Ry.) should be added to the following rates from Bhimavaram shewn under Schedule "F" (for Public coal) and Schedule "D" (for Ry. coal), except where the route *via* Waltair and Bezwada is the cheapest.

| Miles | Stations | | | Railway Coal D | Public Coal F |
|-------|------------------------|----|----|-------------------|------------------|
| | | | | Per maund. | Per maund. |
| | <i>Via Gudivada—</i> | | | Rs. a. p. | Rs. a. p. |
| 56 | Uppaluru | .. | .. | 0 0 9 | 0 1 0 |
| 53 | Torigoppula | .. | .. | 0 0 9 | 0 1 0 |
| 50 | Indu Palli | .. | .. | 0 0 8 | 0 0 11 |
| 46 | Dosapadu | .. | .. | 0 0 8 | 0 0 10 |
| 41 | Gudivada | .. | .. | 0 0 7 | 0 0 9 |
| 37 | Moturu | .. | .. | 0 0 6 | 0 0 8 |
| 32 | Putlacheruvu | .. | .. | 0 0 5 | 0 0 7 |
| 28 | Mandavalli | .. | .. | 0 0 5 | 0 0 6 |
| 23 | Kaikalur | .. | .. | 0 0 4 | 0 0 5 |
| 18 | Pallevada | .. | .. | 0 0 3 | 0 0 4 |
| 12 | Akividu | .. | .. | 0 0 2 | 0 0 3 |
| 6 | Undi | .. | .. | 0 0 2 | 0 0 2 |
| | <i>Via Gudivada---</i> | | | | |
| 45 | Nujella | .. | .. | 0 0 8 | 0 0 10 |
| 48 | Gudhavalleru | .. | .. | 0 0 8 | 0 0 11 |
| 50 | Kavutaram | .. | .. | 0 0 8 | 0 0 11 |
| 54 | Vadlamannadu | .. | .. | 0 0 9 | 0 1 0 |
| 58 | Pedana | .. | .. | 0 0 10 | 0 1 1 |
| 62 | Chilakalapudi | .. | .. | 0 0 10 | 0 1 2 |
| 64 | Masulipatam (a) | .. | .. | 0 0 11 | 0 1 2 |

(a) When traffic is booked to Masulipatam Port, a haulage charge of two pies per maund is levied in addition to these rates.

Note.—In addition to these rates a transhipment charge of two pies per maund (or Re. 0-4-6 per ton) is levied on all Coal, Coke and Patent Fuel (other than that booked to Madras and Southern Mahratta Railway Loco. Depot) transhipped at the break of gauge junctions *via* Bhimavaram.

M. S. M. Ry.

41. **Madras and Southern Mahratta Railway Loco. Coal.**—Coal, Coke and Patent Fuel booked as Revenue material of the Madras and Southern Mahratta Railway from Bengal Collieries to stations on the North East Line of the Madras and Southern Mahratta Railway and *via* are charged either at schedule "H" rate on the through distance or at schedule "H" rate up to *via* Waltair and at .09 pie per maund per mile beyond whichever gives a lower charge. Over the Madras and Southern Mahratta Railway other than the North East Line the rate for Madras and Southern Mahratta Railway Loco. Coal is .09 pie per maund per mile. The terminal charge of Re. 0-4-0 per ton for all distances over the North East Line is only leviable when charged at the schedule "H" rate and no extra charge is leviable when .09 pie per maund per mile is charged.

Calculated rates for Locomotive Coal of the Madras and Southern Mahratta Railway.

| Stations to | From <i>via</i> Bezwada | | From <i>via</i> Gudur | | From <i>via</i> Madras | |
|---------------------|-------------------------|--------------|-----------------------|--------------|------------------------|--------------|
| | Miles | Rate per ton | Miles | Rate per ton | Miles | Rate per ton |
| Broad Gauge. | | Rs. a. p. | | Rs. a. p. | | Rs. a. p. |
| Arkonam | .. | .. | .. | .. | 43 | 0 6 10 |
| Nandalur | .. | .. | 106 | 1 2 2 | .. | .. |
| Geoty | 297 | 3 1 11 | .. | .. | .. | .. |
| Raichur | 355 | 3 11 0 | .. | .. | .. | .. |
| Jalarpet | .. | .. | 176 | 1 13 6 | 133 | 1 6 8 |
| Renigunta | .. | .. | 52 | 0 9 1 | .. | .. |
| Katpadi | .. | .. | 123 | 1 4 5 | .. | .. |
| Bangalore Cantt. .. | .. | .. | 264 | 2 13 4 | 212 | 2 4 4 |
| Bangalore City .. | .. | .. | 264 | 2 13 4 | 212 | 2 4 4 |
| Guntakal | 279 | 2 15 8 | .. | .. | .. | .. |
| Bowringpet | .. | .. | 221 | 2 4 4 | 178 | 1 13 6 |
| Metre Gauge. | | | | | | |
| Dronachellam | 237 | 2 8 10 | .. | .. | .. | .. |
| Tadepalli | 4 | 0 2 3 | .. | .. | .. | .. |
| Ghorpuri | 770 | 8 1 4 | .. | .. | .. | .. |
| Miraj | 612 | 6 6 1 | .. | .. | .. | .. |
| Koregaon | 688 | 7 3 8 | .. | .. | .. | .. |
| Belgaum | 527 | 5 8 6 | .. | .. | .. | .. |
| Vasco-da-Gama .. | 579 | 6 1 6 | .. | .. | .. | .. |
| Castle Rock | 510 | 5 6 2 | .. | .. | .. | .. |
| Londa | 495 | 5 3 11 | .. | .. | .. | .. |
| Hubli | 439 | 4 8 7† | .. | .. | .. | .. |
| Gadag | 408 | 4 4 1 | .. | .. | .. | .. |
| Telgi | 490 | 5 1 8 | .. | .. | .. | .. |
| Hotgi | 576 | 6 1 6 | .. | .. | .. | .. |
| Harihar | 520 | 5 6 2 | .. | .. | .. | .. |
| Birur | .. | .. | 395 | 4 1 9 | .. | .. |
| Arsikere | .. | .. | 367 | 3 13 3 | .. | .. |
| Dharmavaram | 342 | 3 8 9 | .. | .. | .. | .. |
| Pakala | .. | .. | 84 | 0 13 7 | .. | .. |
| Bellary | 310 | 3 4 2 | .. | .. | .. | .. |
| Hospet | 350 | 3 11 0 | .. | .. | .. | .. |
| Donakonda | 95 | 0 15 11 | .. | .. | .. | .. |
| Walajah Road | .. | .. | .. | .. | 66 | 0 11 4 |
| Nandyal | 189 | 1 15 9 | .. | .. | .. | .. |
| Mulacalacheruvu .. | .. | .. | 161 | 1 11 3 | .. | .. |

Note.—The Madras and Southern Mahratta Railway transhipment charge at break of gauge junctions will not be levied on the Madras and Southern Mahratta Railway Loco. Coal.

† This rate also applies to traffic booked to Hubli Gas Shed.

The following are the distances between *via* Waltair and the undermentioned stations:—

| Stations | Miles | Stations | Miles | Stations | Miles |
|--------------------------------|-------|---------------------|-------|-------------------------------|-------|
| Madras and via ... | 485 | Kavali ... | 344 | Duggirala ... | 231 |
| Korukkuppettai ‡ ... | 485 | Tettu ... | 335 | Ohiluvur ... | 227 |
| Tiruvottiyur... ... | | Ulavapadu ... | 327 | Peddavadlapudi ... | 225 |
| Tondiarpet (a) ... | | Singarayakonda ... | 321 | Kolankondaquarry ... | 223 |
| Ennore ... | | Tanguturu ... | 315 | Kistna Canal ... | 221 |
| Minjur ... | 468 | Surareddipalem ... | 310 | Bezwada and via ... | 217 |
| Ponneri ... | 463 | Ongole ... | 303 | Mustabada ... | 209 |
| Kavaraippettai ... | 459 | Karavadi ... | 298 | Gannavaram ... | 205 |
| Gummidipundi ... | 455 | Ammanabrolu ... | 294 | Ampapuram ... | 198 |
| Elavur † ... | 452 | Uppugundur ... | 289 | Nuzvid ... | 192 |
| Arambakkam ... | 446 | Chinna Ganjam ... | 285 | Vatlur ... | 186 |
| Tada ... | 441 | Kadavakuduru ... | 283 | Powerpet † ... | 181 |
| Sullurupeta ... | 433 | Vetapalemu ... | 278 | Ellore ... | 180 |
| Polireddipalem ... | 428 | Chirala ... | 273 | Denduluru ... | 174 |
| Dhoravari Chattram ... | 424 | Stuartpuram... ... | 268 | Bhimadol ... | 169 |
| Nayudupeta ... | 417 | Bapatla ... | 263 | Pulla ... | 165 |
| Pedapariya ... | 408 | Appikatla ... | 258 | Kaikaram ... | 162 |
| Odur ... | 405 | Nidubrolu ... | 251 | Chebrol ... | 160 |
| Gudur Jn. & via ... | 399 | Tsunduru ... | 244 | Unguturu ... | 156 |
| Manubolu ... | 393 | Tenali ... | 237 | Badampudi ... | 154 |
| Vencatachellum ... | 386 | Tenali Repalli Ry.— | | Tadepalligudem ... | 151 |
| Nellore ... | 376 | Zampani ... | 243 | Navabpalem ... | 145 |
| Padugupadu ... | 373 | Kollur Road ... | 246 | Nidadavolu ... | 138 |
| Kodavaluru ... | 369 | Bhattiprolu ... | 252 | Nidadavolu Branch.— Narasapur | |
| Talamanchi ... | 365 | Pallikona ... | 255 | | |
| Alluru Road ... | 358 | Repalle ... | 258 | Kaldhari ... | 144 |
| Bitragunta ... | 354 | Kolakalur ... | 233 | Tanuku ... | 149 |

† Not open for through booking of coal.

‡ Booking not to exceed two wagons at a time.

(a) Open for traffic Intended for Burmah Shell Oil Storage and Distributing Co.'s Siding.

| Stations | Miles | Stations | Miles | Stations | Miles |
|-----------------------|-------|-------------------------|-------|-----------------------|-------|
| Relangi ... | 153 | Dwarapudi ... | 112 | Pithapuram ... | 86 |
| Attilli ... | 155 | Anaparti ... | 110 | Gollaprolu ... | 82 |
| Aravali ... | 160 | Biccavol ... | 104 | Durgada ... | 75 |
| Vendra ... | 163 | Medapadu ... | 99 | Annaram ... | 71 |
| Bhimavaram Jn. & via | 167 | Samalkot ... | 93 | Tuni ... | 60 |
| Pennada Agraharam ... | 171 | Cocanada Town ... | 103 | Gullipadu ... | 53 |
| Viravasaram ... | 174 | Cocanada Port ... | 103 | Narasapatnam Road ... | 46 |
| Lankalakoderu ... | 177 | | | Regupalem ... | 41 |
| Palakol ... | 180 | Cocanada Katjpalle Br.— | | Yellamanchili ... | 35 |
| Narasapur ... | 186 | Aratlakatta ... | 107 | Bayyavaram ... | 26 |
| Chagalu ... | 133 | Karapa ... | 109 | Kasimkota† ... | 22 |
| Kovvur ... | 129 | Velangi ... | 114 | Anakapalle ... | 21 |
| Godavari † ... | 127 | Ramachandrapuram ... | 119 | Thadi ... | 17 |
| Rajamundry ... | 125 | Draksharaman ... | 122 | Duvvada ... | 11 |
| Kadlam ... | 118 | Kotipalle ... | 128 | | |

† Not open for though booking of coal.

M. S. M. Ry.

Coal rates (Schedule D and Schedule F) per maund between *via Poona, via Madras* and Southern Mahratta Railway for through booking with Foreign

| Station | Via Poona (a) | | | Via Hotgi (a) | | |
|----------------------------------------------|---------------|-----------|-----------|---------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| Broad Gauge | | | | | | |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Madras * | 768 | 0 7 6 | 0 10 1 | 573 | 0 5 10 | 0 7 11 |
| Via Madras | 768 | 0 7 6 | 0 10 1 | 573 | 0 5 10 | 0 7 11 |
| Villivakkam | 762 | 0 7 5 | 0 10 0 | 567 | 0 5 10 | 0 7 10 |
| Ambattur | 758 | 0 7 5 | 0 10 0 | 563 | 0 5 9 | 0 7 10 |
| Avadi | 755 | 0 7 5 | 0 9 11 | 560 | 0 5 9 | 0 7 9 |
| Tinnanur | 750 | 0 7 4 | 0 9 11 | 555 | 0 5 9 | 0 7 9 |
| Sevrapet Road | 746 | 0 7 4 | 0 9 10 | 551 | 0 5 8 | 0 7 8 |
| Trivellore | 742 | 0 7 3 | 0 9 10 | 547 | 0 5 8 | 0 7 8 |
| Kadambattur | 738 | 0 7 3 | 0 9 9 | 543 | 0 5 7 | 0 7 7 |
| Thiruvalangadu | 732 | 0 7 2 | 0 9 8 | 537 | 0 5 7 | 0 7 6 |
| Akronam | 725 | 0 7 2 | 0 9 7 | 530 | 0 5 6 | 0 7 5 |
| Via Arkonam† (for S. I. Ry. M. G. stations). | 725 | 0 7 4 | 0 9 9 | 530 | 0 5 8 | 0 7 7 |
| Ichchiputtur §§ | 722 | ... | ... | 526 | ... | ... |
| Tiruttani | 717 | 0 7 1 | 0 9 6 | 522 | 0 5 5 | 0 7 4 |
| Ponpadi | 713 | 0 7 0 | 0 9 6 | 518 | 0 5 5 | 0 7 4 |
| Nagari | 708 | 0 7 0 | 0 9 5 | 513 | 0 5 4 | 0 7 3 |
| Bepagunta | 703 | 0 6 11 | 0 9 4 | 508 | 0 5 4 | 0 7 2 |
| Puttur | 699 | 0 6 11 | 0 9 4 | 504 | 0 5 3 | 0 7 2 |
| Taduku | 694 | ... | ... | 499 | ... | ... |
| Pudi | 690 | 0 6 10 | 0 9 3 | 495 | 0 5 3 | 0 7 1 |
| Renigunta | 684 | 0 6 9 | 0 9 2 | 489 | 0 5 2 | 0 7 0 |
| Mamanduru | 675 | 0 6 9 | 0 9 1 | 480 | 0 5 1 | 0 6 11 |
| Settigunta | 665 | 0 6 8 | 0 8 11 | 470 | 0 5 0 | 0 6 9 |
| Koduru | 659 | 0 6 7 | 0 8 11 | 464 | 0 4 11 | 0 6 9 |
| Anantarajupet | 654 | 0 6 6 | 0 8 10 | 459 | 0 4 11 | 0 6 8 |
| Urampadu | 650 | 0 6 6 | 0 8 9 | 455 | 0 4 11 | 0 6 7 |
| Reddipalli | 646 | 0 6 6 | 0 8 9 | 451 | 0 4 10 | 0 6 7 |
| Razampeta | 638 | 0 6 5 | 0 8 8 | 443 | 0 4 9 | 0 6 6 |
| Gooty Nandalur Section.— | | | | | | |
| Nandalur | 631 | 0 6 4 | 0 8 7 | 436 | 0 4 9 | 0 6 5 |
| Mantapampalle | 628 | 0 6 4 | 0 8 6 | 432 | 0 4 8 | 0 6 4 |
| Vontimitta | 620 | 0 6 3 | 0 8 5 | 425 | 0 4 8 | 0 6 3 |
| Sidhout | 613 | 0 6 2 | 0 8 4 | 418 | 0 4 7 | 0 6 2 |
| Cuddapah | 606 | 0 6 2 | 0 8 3 | 411 | 0 4 6 | 0 6 2 |
| Krishnapuram | 602 | 0 6 1 | 0 8 3 | 407 | 0 4 6 | 0 6 1 |
| Gangayapalle | 596 | 0 6 1 | 0 8 2 | 401 | 0 4 5 | 0 6 0 |
| Kamalapuram | 592 | 0 6 0 | 0 8 2 | 397 | 0 4 5 | 0 6 0 |
| Yerragudipad | 587 | 0 6 0 | 0 8 1 | 392 | 0 4 4 | 0 5 11 |

(a) In addition to these rates the M. S. M. Ry. transhipment charge of one pie per maund at

(b) These rates include the Krishna Bridge toll charge of three pies per maund but do not include

* The rates shown for Madras apply to traffic to and from Salt Cotaurs, Rayapuram and Madras should be levied in addition. Traffic booked to Madras will be treated as if consigned to "Salt

† These rates include the transhipment charge leviable at these Junctions and do not apply to

§§ Not open for through booking.

Note.—The Schedule "D" rate does not include the transhipment charge leviable at M.S.M.

M. S. M. Ry.

Hotgi, *via* Raichur and *via* Bezwada and the undermentioned stations on the Railways.—

| Via Raichur. | | | Via Bezwada. (b) | | | Via Miraj. (a) | | | Remarks. |
|--------------|-----------|-----------|------------------|-----------|-----------|----------------|-----------|-----------|----------|
| Miles | D | F | Miles | D | F | Miles | D | F | |
| Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| 351 | 0 4 0 | 0 5 3 | 268 | ... | ... | ... | ... | ... | |
| 351 | 0 4 0 | 0 5 3 | 268 | ... | ... | ... | ... | ... | |
| 345 | 0 3 11 | 0 5 2 | 274 | ... | ... | ... | ... | ... | |
| 341 | 0 3 11 | 0 5 1 | 278 | ... | ... | ... | ... | ... | |
| 338 | 0 3 10 | 0 5 1 | 281 | ... | ... | ... | ... | ... | |
| 333 | 0 3 10 | 0 5 0 | 286 | ... | ... | ... | ... | ... | |
| 329 | 0 3 9 | 0 5 0 | 291 | ... | ... | ... | ... | ... | |
| 325 | 0 3 9 | 0 4 11 | 292 | ... | ... | ... | ... | ... | |
| 322 | 0 3 8 | 0 4 11 | 289 | ... | ... | ... | ... | ... | |
| 315 | 0 3 8 | 0 4 10 | 282 | ... | ... | ... | ... | ... | |
| 308 | 0 3 7 | 0 4 9 | 275 | ... | ... | ... | ... | ... | |
| 308 | 0 3 9 | 0 4 11 | 275 | ... | ... | ... | ... | ... | |
| 304 | ... | ... | 272 | ... | ... | ... | ... | ... | |
| 300 | 0 3 6 | 0 4 8 | 268 | ... | ... | ... | ... | ... | |
| 296 | 0 3 5 | 0 4 7 | 263 | ... | ... | ... | ... | ... | |
| 291 | 0 3 5 | 0 4 6 | 258 | ... | ... | ... | ... | ... | |
| 286 | 0 3 4 | 0 4 5 | 254 | ... | ... | ... | ... | ... | |
| 282 | 0 3 4 | 0 4 5 | 249 | ... | ... | ... | ... | ... | |
| 277 | ... | ... | 245 | ... | ... | ... | ... | ... | |
| 273 | 0 3 3 | 0 4 3 | 240 | ... | ... | ... | ... | ... | |
| 267 | 0 3 2 | 0 4 2 | 234 | ... | ... | ... | ... | ... | |
| 258 | 0 3 1 | 0 4 1 | 243 | ... | ... | ... | ... | ... | |
| 248 | 0 2 11 | 0 3 11 | 254 | ... | ... | ... | ... | ... | |
| 242 | 0 2 11 | 0 3 10 | 260 | ... | ... | ... | ... | ... | |
| 238 | 0 2 10 | 0 3 9 | 264 | ... | ... | ... | ... | ... | |
| 234 | 0 2 10 | 0 3 9 | 268 | ... | ... | ... | ... | ... | |
| 229 | 0 2 9 | 0 3 8 | 272 | ... | ... | ... | ... | ... | |
| 221 | 0 2 8 | 0 3 7 | 280 | ... | ... | ... | ... | ... | |
| 214 | 0 2 7 | 0 3 5 | 287 | ... | ... | ... | ... | ... | |
| 210 | 0 2 7 | 0 3 5 | 292 | ... | ... | ... | ... | ... | |
| 203 | 0 2 6 | 0 3 4 | 298 | ... | ... | ... | ... | ... | |
| 196 | 0 2 5 | 0 3 2 | 306 | ... | ... | ... | ... | ... | |
| 189 | 0 2 4 | 0 3 1 | 312 | ... | ... | ... | ... | ... | |
| 185 | 0 2 4 | 0 3 1 | 317 | ... | ... | ... | ... | ... | |
| 179 | 0 2 3 | 0 3 0 | 322 | ... | ... | ... | ... | ... | |
| 175 | 0 2 2 | 0 2 11 | 327 | ... | ... | ... | ... | ... | |
| 170 | 0 2 2 | 0 2 10 | 332 | ... | ... | ... | ... | ... | |

Hotgi, Miraj and Poona should be levied.

the M. S. M. Ry. transhipment charge of two pies per maund at Bezwada.

Harbour (for shipment traffic only). In booking to Madras Harbour, the extra Harbour charge Cotaurs."

traffic to and from the S. I. Ry. Broad Gauge Stations.

Ry. local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Station | Via Poona (a) | | | Via Hotgl (a) | | |
|-----------------------------------------|---------------|-----------|-----------|---------------|-----------|-----------|
| | Miles | D | F | Miles | D | F |
| Gooty-Nandalur Section.—(Contd.) | | | | | | |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Yerraguntla ... | 582 | 0 5 11 | 0 8 0 | 387 | 0 4 4 | 0 5 10 |
| Kalamalla ... | 577 | 0 5 11 | 0 8 0 | 382 | 0 4 3 | 0 5 9 |
| Muddanuru ... | 572 | 0 5 10 | 0 7 11 | 377 | 0 4 3 | 0 5 9 |
| Mangapatnam ... | 563 | 0 5 9 | 0 7 10 | 368 | 0 4 2 | 0 5 7 |
| Kondapuram ... | 557 | 0 5 9 | 0 7 9 | 362 | 0 4 1 | 0 5 7 |
| Regadipalli ... | 552 | 0 5 8 | 0 7 8 | 357 | 0 4 0 | 0 5 6 |
| Vanganur ... | 548 | 0 5 8 | 0 7 8 | 353 | 0 4 0 | 0 5 5 |
| Tadpatri ... | 540 | 0 5 7 | 0 7 7 | 345 | 0 3 11 | 0 5 4 |
| Juturu ... | 532 | 0 5 6 | 0 7 6 | 337 | 0 3 10 | 0 5 3 |
| Royalcheruvu ... | 525 | 0 5 6 | 0 7 5 | 330 | 0 3 9 | 0 5 2 |
| Jakkalacheruvu ... | 518 | 0 5 5 | 0 7 4 | 323 | 0 3 9 | 0 5 1 |
| Gooty ... | 510 | 0 5 4 | 0 7 3 | 315 | 0 3 8 | 0 5 0 |
| Patakottacheru ... | 503 | 0 5 3 | 0 7 2 | 308 | 0 3 7 | 0 4 11 |
| Timmanacherla * | 495 | 0 5 3 | 0 7 1 | 300 | 0 3 6 | 0 4 9 |
| Guntakal ... | 492 | 0 5 2 | 0 6 10 | 297 | 0 3 6 | 0 4 9 |
| Nancherla ... | 498 | 0 5 3 | 0 7 1 | 303 | 0 3 6 | 0 4 10 |
| Molagavalli ... | 505 | 0 5 4 | 0 7 2 | 310 | 0 3 7 | 0 4 11 |
| Aspari ... | 512 | 0 5 4 | 0 7 3 | 317 | 0 3 8 | 0 5 0 |
| Nagarur ... | 518 | 0 5 5 | 0 7 4 | 323 | 0 3 9 | 0 5 1 |
| Adoni ... | 525 | 0 5 6 | 0 7 5 | 330 | 0 3 9 | 0 5 2 |
| Kupgal ... | 534 | 0 5 6 | 0 7 6 | 339 | 0 3 10 | 0 5 3 |
| Kosgi ... | 542 | 0 5 7 | 0 7 7 | 347 | 0 3 11 | 0 5 4 |
| Tungabhadra River ... | 550 | 0 5 8 | 0 7 8 | 355 | 0 4 0 | 0 5 6 |
| Matmari ... | 557 | 0 5 9 | 0 7 9 | 362 | 0 4 1 | 0 5 7 |
| Raichur ... | 568 | 0 5 10 | 0 7 10 | 373 | 0 4 2 | 0 5 8 |
| Munnal ... | 732 | 0 7 2 | 0 9 8 | 537 | 0 5 7 | 0 7 6 |
| Sholinghur ... | 738 | 0 7 3 | 0 9 9 | 543 | 0 5 7 | 0 7 7 |
| Thalangai ... | 741 | 0 7 3 | 0 9 9 | 546 | 0 5 8 | 0 7 8 |
| Walajah Road ... | 748 | ... | ... | 553 | ... | ... |
| Ranipet ... | 752 | ... | ... | 556 | ... | ... |
| Tiruvalam ... | 745 | ... | ... | 549 | ... | ... |
| Katpadi ... | 737 | ... | ... | 541 | ... | ... |
| Via Katpadi ... | 737 | ... | ... | 541 | ... | ... |
| Latteri ... | 741 | ... | ... | 545 | ... | ... |
| Virinchipuram ... | 745 | ... | ... | 549 | ... | ... |
| Kavanur ... | 748 | ... | ... | 552 | ... | ... |
| Gudiyattam ... | 749 | ... | ... | 556 | ... | ... |
| Melalathur ... | 748 | ... | ... | 559 | ... | ... |
| Valathoor ... | 743 | ... | ... | 562 | ... | ... |
| Mailpatti ... | 739 | ... | ... | 566 | ... | ... |
| Ambur ... | 731 | ... | ... | 574 | ... | ... |
| Vinnamangalam ... | 727 | ... | ... | 573 | ... | ... |
| Vanlyambadi ... | 722 | ... | ... | 568 | ... | ... |
| Kettandapatti ... | 716 | ... | ... | 562 | ... | ... |
| Jalarpet ... | 712 | ... | ... | 588 | ... | ... |
| Via Jalarpet ... | 712 | ... | ... | 558 | ... | ... |

(a) In addition to these rates the M. S. M. Ry. transhipment charge of one pie per maund at Hotgl.

(b) These rates include the Krishna Bridgetoll charge of three pies per maund but do not include

(c) For note (c) see page 886.

* Not open for traffic from stations on the M. G. Section of the M. & S. M. Ry. and via.

† This rate includes the transhipment charge leviable at this Junction and does not apply to

Note.—The Schedule "D" rate does not include the transhipment charge leviable at M. S. M.

| Via Ralchur. (c) | | | Via Bezwada. (b) | | | Via Miraj. (a) | | | Remarks. |
|------------------|-----------|-----------|------------------|-----------|-----------|----------------|-----------|-----------|----------|
| Miles | D | F | Miles | D | F | Miles | D | F | |
| Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| 165 | 0 2 1 | 0 2 9 | 336 | ... | ... | ... | ... | ... | |
| 160 | 0 2 0 | 0 2 9 | 341 | ... | ... | ... | ... | ... | |
| 155 | 0 2 0 | 0 2 8 | 348 | ... | ... | ... | ... | ... | |
| 146 | 0 1 11 | 0 2 6 | 350 | 0 4 3 | 0 5 8 | ... | ... | ... | |
| 140 | 0 1 10 | 0 2 5 | 344 | 0 4 2 | 0 5 7 | ... | ... | ... | |
| 136 | 0 1 9 | 0 2 4 | 339 | 0 4 1 | 0 5 6 | ... | ... | ... | |
| 131 | 0 1 9 | 0 2 3 | 335 | 0 4 1 | 0 5 6 | ... | ... | ... | |
| 123 | 0 1 7 | 0 2 2 | 327 | 0 4 0 | 0 5 4 | ... | ... | ... | |
| 115 | 0 1 6 | 0 2 0 | 319 | 0 3 11 | 0 5 3 | ... | ... | ... | |
| 108 | 0 1 5 | 0 1 11 | 312 | 0 3 10 | 0 5 2 | ... | ... | ... | |
| 101 | 0 1 4 | 0 1 10 | 305 | 0 3 10 | 0 5 1 | ... | ... | ... | |
| 93 | 0 1 3 | 0 1 8 | 297 | 0 3 9 | 0 5 0 | ... | ... | ... | |
| 86 | 0 1 2 | 0 1 7 | 290 | 0 3 8 | 0 4 11 | ... | ... | ... | |
| 78 | 0 1 1 | 0 1 5 | 282 | 0 3 7 | 0 4 10 | ... | ... | ... | |
| 76 | 0 1 1 | 0 1 5 | 279 | 0 3 6 | 0 4 9 | ... | ... | ... | |
| 70 | 0 1 0 | 0 1 4 | 285 | 0 3 7 | 0 4 10 | ... | ... | ... | |
| 63 | 0 0 11 | 0 1 2 | 292 | 0 3 8 | 0 4 11 | ... | ... | ... | |
| 56 | 0 0 9 | 0 1 0 | 299 | 0 3 9 | 0 5 0 | ... | ... | ... | |
| 50 | 0 0 8 | 0 0 11 | 305 | 0 3 10 | 0 5 1 | ... | ... | ... | |
| 44 | 0 0 7 | 0 0 10 | 312 | 0 3 10 | 0 5 2 | ... | ... | ... | |
| 35 | 0 0 6 | 0 0 8 | 321 | 0 3 11 | 0 5 4 | ... | ... | ... | |
| 26 | 0 0 4 | 0 0 6 | 329 | 0 4 0 | 0 5 5 | ... | ... | ... | |
| 18 | 0 0 3 | 0 0 4 | 337 | 0 4 1 | 0 5 6 | ... | ... | ... | |
| 11 | 0 0 2 | 0 0 2 | 344 | 0 4 2 | 0 5 7 | ... | ... | ... | |
| ... | ... | ... | 355 | 0 4 3 | 0 5 9 | ... | ... | ... | |
| 316 | 0 3 8 | 0 4 10 | 283 | ... | ... | ... | ... | ... | |
| 322 | 0 3 8 | 0 4 11 | 289 | ... | ... | ... | ... | ... | |
| 324 | 0 3 9 | 0 4 11 | 292 | ... | ... | ... | ... | ... | |
| 331 | 0 3 9 | 0 5 0 | 298 | ... | ... | ... | ... | ... | |
| 335 | 0 3 10 | 0 5 1 | 302 | ... | ... | ... | ... | ... | |
| 328 | 0 3 9 | 0 5 4 | 306 | ... | ... | ... | ... | ... | |
| 319 | 0 3 8 | 0 5 0 | 305 | ... | ... | ... | ... | ... | |
| 319 | 0 3 10 | 0 5 2 | 305 | ... | ... | ... | ... | ... | |
| 325 | 0 3 9 | 0 5 3 | 310 | ... | ... | ... | ... | ... | |
| 329 | 0 3 9 | 0 5 4 | 314 | ... | ... | ... | ... | ... | |
| 332 | 0 3 10 | 0 5 4 | 317 | ... | ... | ... | ... | ... | |
| 336 | 0 3 10 | 0 5 5 | 324 | ... | ... | ... | ... | ... | |
| 339 | 0 3 10 | 0 5 5 | 321 | ... | ... | ... | ... | ... | |
| 342 | 0 3 11 | 0 5 6 | 327 | ... | ... | ... | ... | ... | |
| 346 | 0 3 11 | 0 5 6 | 331 | ... | ... | ... | ... | ... | |
| 353 | 0 4 0 | 0 5 7 | 338 | ... | ... | ... | ... | ... | |
| 355 | 0 4 0 | 0 5 8 | 343 | ... | ... | ... | ... | ... | |
| 350 | 0 4 0 | 0 5 7 | 348 | ... | ... | ... | ... | ... | |
| 345 | 0 3 11 | 0 5 6 | 353 | ... | ... | ... | ... | ... | |
| 340 | 0 3 10 | 0 5 5 | 358 | ... | ... | ... | ... | ... | |
| 340 | 0 3 10 | 0 5 5 | 358 | ... | ... | ... | ... | ... | |

Miraj and Poona should be levied.

the M. S. M. Ry. transhipment charge of two ples per maund at Bezwada.

via Guntakal.

traffic to and from the S. I. Ry. Broad Gauge stations.

Ry. local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

R.R.

M. S. M. Ry.

| Stations. | Via Poona (a) | | | Via Hotgl (a) | | |
|----------------------------------------------|---------------|-----------|-----------|---------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Patchur | 705 | ... | ... | 551 | ... | ... |
| Mulanur | 698 | ... | ... | 544 | ... | ... |
| Kurpam | 690 | ... | ... | 536 | ... | ... |
| Gudupulli | 684 | ... | ... | 530 | ... | ... |
| Bisanattam | 680 | ... | ... | 526 | ... | ... |
| Kamasamudram | 676 | ... | ... | 522 | ... | ... |
| Bowringpet and <i>via</i> (for K. G. F. Ry.) | 669 | ... | ... | 515 | ... | ... |
| <i>Via</i> Bowringpet ‡ | 669 | ... | ... | 515 | ... | ... |
| Tyakal | 661 | ... | ... | 507 | ... | ... |
| Malur | 652 | ... | ... | 498 | ... | ... |
| Devangonthi | 645 | ... | ... | 491 | ... | ... |
| Whitefield | 640 | ... | ... | 486 | ... | ... |
| Krishnarajapuram | 634 | 0 6 4 | 0 8 7 | 480 | 0 5 1 | 0 6 1 |
| Bangalore Cant. | 628 | 0 6 4 | 0 8 6 | 474 | 0 5 0 | 0 6 10 |
| Bangalore City | 625 | ... | ... | 471 | ... | ... |
| <i>Via</i> Bangalore City ‡ | 625 | ... | ... | 471 | ... | ... |
| Metre Gauge. | | | | | | |
| Castle Rock | 291 | 0 3 5 | 0 4 6 | 281 | 0 3 4 | 0 4 4 |
| Tinai Ghat | 283 | 0 3 4 | 0 4 5 | 273 | 0 3 3 | 0 4 3 |
| Londa | 276 | 0 3 3 | 0 4 4 | 265 | 0 3 2 | 0 4 2 |
| Devarayi | 284 | 0 3 4 | 0 4 5 | 257 | 0 3 1 | 0 4 0 |
| Nagargali | 288 | 0 3 4 | 0 4 6 | 253 | 0 3 0 | 0 4 0 |
| Tavargatti | 292 | 0 3 5 | 0 4 6 | 250 | 0 3 0 | 0 3 11 |
| Alnavar | 297 | 0 3 6 | 0 4 7 | 245 | 0 2 11 | 0 3 10 |
| Kambarganvi | 304 | 0 3 6 | 0 4 8 | 237 | 0 2 10 | 0 3 9 |
| Naglavi | 308 | 0 3 7 | 0 4 9 | 234 | 0 2 10 | 0 3 9 |
| Mugad | 311 | 0 3 7 | 0 4 9 | 230 | 0 2 9 | 0 3 8 |
| Dharwar | 320 | 0 3 8 | 0 4 10 | 222 | 0 2 8 | 0 3 7 |
| Amargol | 327 | 0 3 9 | 0 4 11 | 215 | 0 2 7 | 0 3 6 |
| Hubli | 333 | 0 3 10 | 0 5 0 | 209 | 0 2 7 | 0 3 5 |
| Husugall | 339 | 0 3 10 | 0 5 1 | 203 | 0 2 6 | 0 3 4 |
| Dundur | 344 | 0 3 11 | 0 5 2 | 197 | 0 2 5 | 0 3 3 |
| Annigeri | 354 | 0 4 0 | 0 5 3 | 187 | 0 2 4 | 0 3 1 |
| Halkoti | 361 | 0 4 1 | 0 5 4 | 181 | 0 2 3 | 0 3 0 |
| Gadag | 364 | 0 4 2 | 0 5 6 | 173 | 0 2 2 | 0 2 11 |
| Harlapur | 380 | 0 4 3 | 0 5 7 | 184 | 0 2 3 | 0 3 0 |
| Baini Koppa | 390 | 0 4 4 | 0 5 9 | 195 | 0 2 5 | 0 3 2 |
| Bhanapur | 397 | 0 4 5 | 0 5 10 | 201 | 0 2 6 | 0 3 3 |
| Kopbal | 404 | 0 4 5 | 0 5 11 | 209 | 0 2 7 | 0 3 5 |
| Ginigera | 411 | 0 4 6 | 0 6 0 | 216 | 0 2 7 | 0 3 6 |
| Munirabad | 418 | 0 4 7 | 0 6 0 | 222 | 0 2 8 | 0 3 7 |
| Hospet | 421 | 0 4 7 | 0 6 1 | 226 | 0 2 9 | 0 3 7 |

(a) In addition to these rates the M. S. M. Ry. transhipment charge of one pie per maund at Hotgl.

(b) These rates include the Krishna Bridge toll charge of three pies per maund but do not include

(c) For note (c), see page 886.

‡ These rates include the transhipment charge leviable at these Junctions.

§ This rate does not apply to traffic to Mysore Railways stations Avaihalli to Bangalore City.

Note.—The Schedule "D" rate does not include the transhipment charge leviable at M. S. M.

| Via Raichur. (c) | | | Via Bezwada (b). | | | Via Miraj. (a) | | | Remarks. |
|------------------|-----------|--------|------------------|-----------|--------|----------------|-----------|-------|----------|
| Miles | D | F | Miles | D | F | Miles | D | F | |
| Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | | |
| 330 | 0 3 9 | 0 5 4 | 368 | ... | ... | ... | ... | ... | |
| 323 | 0 3 9 | 0 5 3 | 375 | ... | ... | ... | ... | ... | |
| 317 | 0 3 8 | 0 5 2 | 381 | ... | ... | ... | ... | ... | |
| 310 | 0 3 7 | 0 5 1 | 388 | ... | ... | ... | ... | ... | |
| 307 | 0 3 7 | 0 5 1 | 391 | ... | ... | ... | ... | ... | |
| 303 | 0 3 6 | 0 5 0 | 395 | ... | ... | ... | ... | ... | |
| 295 | 0 3 6 | 0 4 11 | 403 | ... | ... | ... | ... | ... | |
| 295 | 0 3 8 | 0 5 1 | 400 | ... | ... | ... | ... | ... | |
| 288 | 0 3 4 | 0 4 10 | 410 | ... | ... | ... | ... | ... | |
| 278 | 0 3 3 | 0 4 8 | 420 | ... | ... | ... | ... | ... | |
| 271 | 0 3 2 | 0 4 7 | 427 | ... | ... | ... | ... | ... | |
| 266 | 0 3 2 | 0 4 6 | 432 | ... | ... | ... | ... | ... | |
| 260 | 0 3 1 | 0 4 5 | 438 | ... | ... | ... | ... | ... | |
| 254 | 0 3 0 | 0 4 4 | 446 | ... | ... | ... | ... | ... | |
| 251 | 0 3 0 | 0 4 1 | 446 | ... | ... | ... | ... | ... | |
| 251 | 0 3 2 | 0 4 3 | 446 | ... | ... | ... | ... | ... | |
| 307 | 0 3 7 | 0 4 11 | 510 | 0 5 7 | 0 7 4 | 133 | 0 1 9 | 0 2 4 | |
| 299 | 0 3 6 | 0 4 9 | 502 | 0 5 6 | 0 7 3 | 125 | 0 1 8 | 0 2 2 | |
| 292 | 0 3 5 | 0 4 8 | 495 | 0 5 6 | 0 7 2 | 117 | 0 1 7 | 0 2 1 | |
| 284 | 0 3 4 | 0 4 7 | 487 | 0 5 5 | 0 7 1 | 125 | 0 1 8 | 0 2 2 | |
| 280 | 0 3 3 | 0 4 6 | 483 | 0 5 4 | 0 7 0 | 130 | 0 1 8 | 0 2 3 | |
| 277 | 0 3 3 | 0 4 6 | 480 | 0 5 4 | 0 7 0 | 133 | 0 1 9 | 0 2 4 | |
| 271 | 0 3 2 | 0 4 5 | 474 | 0 5 3 | 0 6 11 | 138 | 0 1 10 | 0 2 5 | |
| 264 | 0 3 1 | 0 4 4 | 467 | 0 5 3 | 0 6 10 | 146 | 0 1 11 | 0 2 6 | |
| 260 | 0 3 1 | 0 4 3 | 463 | 0 5 2 | 0 6 9 | ... | ... | ... | |
| 257 | 0 3 1 | 0 4 4 | 460 | 0 5 2 | 0 6 9 | ... | ... | ... | |
| 248 | 0 2 11 | 0 4 1 | 451 | 0 5 1 | 0 6 8 | ... | ... | ... | |
| 241 | 0 2 11 | 0 4 0 | 444 | 0 5 0 | 0 6 7 | ... | ... | ... | |
| 236 | 0 2 10 | 0 3 11 | 439 | 0 5 0 | 0 6 6 | ... | ... | ... | |
| 229 | 0 2 9 | 0 3 10 | 432 | 0 4 11 | 0 6 5 | ... | ... | ... | |
| 224 | 0 2 8 | 0 3 9 | 427 | 0 4 11 | 0 6 5 | ... | ... | ... | |
| 214 | 0 2 7 | 0 3 7 | 417 | 0 4 10 | 0 6 3 | ... | ... | ... | |
| 208 | 0 2 6 | 0 3 6 | 411 | 0 4 9 | 0 6 3 | ... | ... | ... | |
| 200 | 0 2 5 | 0 3 5 | 403 | 0 4 8 | 0 6 1 | ... | ... | ... | |
| 189 | 0 2 4 | 0 3 3 | 392 | 0 4 7 | 0 6 0 | ... | ... | ... | |
| 178 | 0 2 3 | 0 3 1 | 381 | 0 4 6 | 0 5 10 | ... | ... | ... | |
| 172 | 0 2 2 | 0 3 1 | 375 | 0 4 5 | 0 5 9 | ... | ... | ... | |
| 164 | 0 2 1 | 0 2 11 | 367 | 0 4 4 | 0 5 8 | ... | ... | ... | |
| 157 | 0 2 0 | 0 2 10 | 360 | 0 4 4 | 0 5 7 | ... | ... | ... | |
| 151 | 0 1 11 | 0 2 9 | 354 | 0 4 3 | 0 5 6 | ... | ... | ... | |
| 147 | 0 1 11 | 0 2 8 | 350 | 0 4 3 | 0 5 6 | ... | ... | ... | |

Miraj and Poona should be levied.

the M. S. M. Ry. transhipment charge of two ples per maund at Bezwada.

Ry. local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Poona (a) | | | Via Hotgl (a) | | |
|---------------------|---------------|-----------|-----------|---------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Mariyamanahalli | 435 | 0 4 9 | 0 6 3 | 240 | 0 2 10 | 0 3 10 |
| Ramandrug ... | 440 | 0 4 9 | 0 6 3 | 244 | 0 2 11 | 0 3 10 |
| Hampapatnam | 442 | 0 4 9 | 0 6 4 | 247 | 0 2 11 | 0 3 11 |
| Kanivhalli | 446 | 0 4 10 | 0 6 4 | 251 | 0 3 0 | 0 3 11 |
| Samehalli | 458 | 0 4 11 | 0 6 8 | 263 | 0 3 1 | 0 4 1 |
| Ramanamelai * | 438 | 0 4 9 | 0 6 3 | 243 | 0 2 11 | 0 3 10 |
| Hagaribommanahalli | 448 | 0 4 10 | 0 6 4 | 253 | 0 3 0 | 0 4 0 |
| Malavi | 453 | 0 4 10 | 0 6 5 | 257 | 0 3 1 | 0 4 0 |
| Bevuru | 461 | 0 4 11 | 0 6 6 | 265 | 0 3 2 | 0 4 2 |
| Kottur | 464 | 0 4 11 | 0 6 7 | 269 | 0 3 2 | 0 4 2 |
| Papnyakanahalli | 430 | 0 4 8 | 0 6 2 | 234 | 0 2 10 | 0 3 9 |
| Gadiganuru | 437 | 0 4 9 | 0 6 3 | 242 | 0 2 11 | 0 3 10 |
| Toranagallu | 441 | 0 4 9 | 0 6 4 | 246 | 0 2 11 | 0 3 11 |
| Daroji | 444 | 0 4 9 | 0 6 4 | 248 | 0 2 11 | 0 3 11 |
| Kudatini | 449 | 0 4 10 | 0 6 5 | 254 | 0 3 0 | 0 4 0 |
| Bellary | 462 | 0 4 11 | 0 6 6 | 266 | 0 3 2 | 0 4 2 |
| Oblapuram | 471 | 0 5 0 | 0 6 8 | 276 | 0 3 3 | 0 4 4 |
| Pulakurthi | 477 | 0 5 1 | 0 6 8 | 282 | 0 3 4 | 0 4 5 |
| Somalapuram | 481 | 0 5 1 | 0 6 9 | 286 | 0 3 4 | 0 4 5 |
| Badanahalu | 486 | 0 5 2 | 0 6 10 | 291 | 0 3 5 | 0 4 6 |
| Rayadrug | 495 | 0 5 3 | 0 6 11 | 300 | 0 3 6 | 0 4 8 |
| Hagari | 470 | 0 5 0 | 0 6 7 | 275 | 0 3 3 | 0 4 3 |
| Virapur | 476 | 0 5 1 | 0 6 8 | 280 | 0 3 3 | 0 4 4 |
| Balvanhal | 481 | 0 5 1 | 0 6 9 | 286 | 0 3 4 | 0 4 5 |
| Bantanahal | 485 | 0 5 2 | 0 6 9 | 290 | 0 3 5 | 0 4 6 |
| Guntakal (c) | 493 | ... | ... | 297 | ... | ... |
| Maddikera | 499 | 0 5 3 | 0 6 11 | 304 | 0 3 6 | 0 4 8 |
| Tuggali | 508 | 0 5 4 | 0 7 0 | 313 | 0 3 7 | 0 4 9 |
| Pendekallu | 519 | 0 5 5 | 0 7 2 | 323 | 0 3 9 | 0 4 11 |
| Malliyala | 528 | 0 5 6 | 0 7 3 | 333 | 0 3 10 | 0 5 0 |
| Dronchellam and via | 535 | 0 5 7 | 0 7 4 | 339 | 0 3 10 | 0 5 1 |
| Malkapuram | 543 | 0 5 7 | 0 7 5 | 348 | 0 3 11 | 0 5 3 |
| Rungapuram | 550 | 0 5 8 | 0 7 6 | 355 | 0 4 0 | 0 5 4 |
| Betamcherla | 557 | 0 5 9 | 0 7 7 | 362 | 0 4 1 | 0 5 5 |
| Bugganipalle... | 561 | 0 5 9 | 0 7 8 | 365 | 0 4 1 | 0 5 5 |
| Panyam | 573 | 0 5 10 | 0 7 9 | 378 | 0 4 3 | 0 5 7 |
| Nandyal | 582 | 0 5 11 | 0 7 10 | 387 | 0 4 4 | 0 5 8 |
| Gazulapalli | 591 | 0 6 0 | 0 8 0 | 396 | 0 4 5 | 0 5 10 |
| Chelama | 603 | 0 6 1 | 0 8 1 | 407 | 0 4 6 | 0 5 11 |
| Diguvametta | 618 | 0 6 3 | 0 8 3 | 422 | 0 4 7 | 0 6 1 |
| Giddalur | 625 | 0 6 4 | 0 8 4 | 429 | 0 4 8 | 0 6 2 |
| Somidevipalli | 634 | 0 6 4 | 0 8 5 | 439 | 0 4 9 | 0 6 3 |
| Cumbum | 646 | 0 6 6 | 0 8 7 | 450 | 0 4 10 | 0 6 5 |
| Tralupadu | 654 | 0 6 6 | 0 8 8 | 459 | 0 4 11 | 0 6 6 |
| Markapur Road | 662 | 0 6 7 | 0 8 9 | 467 | 0 5 0 | 0 6 7 |

(a) In addition to these rates the M. S. M. Ry. transhipment charge of one pie per maund at Hotgl

(b) These rates include the Krishna Bridge toll charge of three pies per maund but do not include

(c) See under Broad Gauge.

* Closed.

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry.

| Via Raichur. | | | Via Bezwada (b). | | | Via Miraj. (a) | | | Remarks. |
|--------------|--------|--------|------------------|--------|--------|----------------|-----|-----|----------|
| Miles | D | F | Miles | D | F | Miles | D | F | |
| 164 | 0 2 1 | 0 2 11 | 364 | 0 4 4 | 0 5 8 | ... | ... | ... | |
| 165 | 0 2 1 | 0 2 11 | 368 | 0 4 5 | 0 5 8 | ... | ... | ... | |
| 168 | 0 2 1 | 0 3 0 | 371 | 0 4 5 | 0 5 9 | ... | ... | ... | |
| 172 | 0 2 2 | 0 3 1 | 375 | 0 4 5 | 0 5 9 | ... | ... | ... | |
| 184 | 0 2 3 | 0 3 2 | 387 | 0 4 7 | 0 5 11 | ... | ... | ... | |
| 164 | 0 2 1 | 0 2 11 | 367 | 0 4 4 | 0 5 8 | ... | ... | ... | |
| 174 | 0 2 2 | 0 3 1 | 377 | 0 4 6 | 0 5 10 | ... | ... | ... | |
| 178 | 0 2 3 | 0 3 1 | 381 | 0 4 6 | 0 5 10 | ... | ... | ... | |
| 186 | 0 2 4 | 0 3 3 | 389 | 0 4 7 | 0 5 11 | ... | ... | ... | |
| 190 | 0 2 4 | 0 3 3 | 393 | 0 4 7 | 0 6 0 | ... | ... | ... | |
| 139 | 0 1 10 | 0 2 7 | 342 | 0 4 2 | 0 5 5 | ... | ... | ... | |
| 131 | 0 1 9 | 0 2 5 | 334 | 0 4 1 | 0 5 3 | ... | ... | ... | |
| 127 | 0 1 8 | 0 2 4 | 330 | 0 4 0 | 0 5 3 | ... | ... | ... | |
| 125 | 0 1 8 | 0 2 4 | 328 | 0 4 0 | 0 5 3 | ... | ... | ... | |
| 119 | 0 1 7 | 0 2 3 | 322 | 0 3 11 | 0 5 2 | ... | ... | ... | |
| 107 | 0 1 5 | 0 2 1 | 310 | 0 3 10 | 0 5 0 | ... | ... | ... | |
| 116 | 0 1 6 | 0 2 2 | 319 | 0 3 11 | 0 5 1 | ... | ... | ... | |
| 122 | 0 1 7 | 0 2 4 | 325 | 0 4 0 | 0 5 2 | ... | ... | ... | |
| 126 | 0 1 8 | 0 2 4 | 329 | 0 4 0 | 0 5 3 | ... | ... | ... | |
| 131 | 0 1 9 | 0 2 5 | 334 | 0 4 1 | 0 5 3 | ... | ... | ... | |
| 140 | 0 1 10 | 0 2 7 | 343 | 0 4 2 | 0 5 5 | ... | ... | ... | |
| 98 | 0 1 4 | 0 1 11 | 301 | 0 3 9 | 0 4 11 | ... | ... | ... | |
| 93 | 0 1 3 | 0 1 10 | 296 | 0 3 8 | 0 4 10 | ... | ... | ... | |
| 87 | 0 1 2 | 0 1 9 | 290 | 0 3 8 | 0 4 9 | ... | ... | ... | |
| 83 | 0 1 2 | 0 1 8 | 286 | 0 3 7 | 0 4 8 | ... | ... | ... | |
| 75 | ... | ... | 279 | ... | ... | ... | ... | ... | |
| 84 | 0 1 2 | 0 1 8 | 272 | 0 3 5 | 0 4 6 | ... | ... | ... | |
| 93 | 0 1 3 | 0 1 10 | 263 | 0 3 4 | 0 4 4 | ... | ... | ... | |
| 103 | 0 1 5 | 0 2 0 | 253 | 0 3 3 | 0 4 3 | ... | ... | ... | |
| 113 | 0 1 6 | 0 2 2 | 243 | 0 3 2 | 0 4 1 | ... | ... | ... | |
| 119 | 0 1 7 | 0 2 3 | 237 | 0 3 1 | 0 4 0 | ... | ... | ... | |
| 127 | 0 1 8 | 0 2 5 | 229 | 0 3 0 | 0 3 11 | ... | ... | ... | |
| 135 | 0 1 9 | 0 2 6 | 221 | 0 2 11 | 0 3 10 | ... | ... | ... | |
| 142 | 0 1 10 | 0 2 7 | 214 | 0 2 10 | 0 3 8 | ... | ... | ... | |
| 145 | 0 1 11 | 0 2 8 | 211 | 0 2 10 | 0 3 8 | ... | ... | ... | |
| 158 | 0 2 0 | 0 2 10 | 198 | 0 2 8 | 0 3 6 | ... | ... | ... | |
| 167 | 0 2 1 | 0 3 0 | 189 | 0 2 7 | 0 3 4 | ... | ... | ... | |
| 176 | 0 2 2 | 0 3 1 | 180 | 0 2 6 | 0 3 3 | ... | ... | ... | |
| 187 | 0 2 4 | 0 3 3 | 169 | 0 2 5 | 0 3 1 | ... | ... | ... | |
| 202 | 0 2 6 | 0 3 5 | 154 | 0 2 3 | 0 2 11 | ... | ... | ... | |
| 209 | 0 2 7 | 0 3 7 | 147 | 0 2 2 | 0 2 9 | ... | ... | ... | |
| 219 | 0 2 8 | 0 3 8 | 137 | 0 2 0 | 0 2 7 | ... | ... | ... | |
| 230 | 0 2 9 | 0 3 10 | 126 | 0 1 11 | 0 2 5 | ... | ... | ... | |
| 239 | 0 2 10 | 0 3 11 | 117 | 0 1 10 | 0 2 4 | ... | ... | ... | |
| 247 | 0 2 11 | 0 4 1 | 109 | 0 1 8 | 0 2 2 | ... | ... | ... | |

Miraj and Poona should be levied.

the M. S. M. Ry. transhipment charge of two pies per maund at Bezwada.

local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

M. S. M. Ry.

| Stations. | Via Poona (a). | | | Via Hotgi (a). | | |
|------------------------------|----------------|-----------|-----------|----------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Gajjalakonda ... | 670 | 0 6 8 | 0 8 10 | 475 | 0 5 1 | 0 6 8 |
| Donakonda ... | 677 | 0 6 9 | 0 8 11 | 481 | 0 5 1 | 0 6 9 |
| Kurichedu ... | 685 | 0 6 10 | 0 9 0 | 489 | 0 5 2 | 0 6 10 |
| Gundlakamma ... | 692 | 0 6 10 | 0 9 1 | 496 | 0 5 3 | 0 6 11 |
| Vinukonda ... | 700 | 0 6 11 | 0 9 2 | 505 | 0 5 4 | 0 7 0 |
| Savalyapuram ... | 706 | 0 7 0 | 0 9 3 | 511 | 0 5 4 | 0 7 1 |
| Santamagulur ... | 713 | 0 7 0 | 0 9 4 | 518 | 0 5 5 | 0 7 2 |
| Munumaka ... | 718 | 0 7 1 | 0 9 4 | 523 | 0 5 5 | 0 7 2 |
| Narasaravupet ... | 723 | 0 7 1 | 0 9 5 | 528 | 0 5 6 | 0 7 3 |
| Satulur ... | 730 | 0 7 2 | 0 9 6 | 535 | 0 5 7 | 0 7 4 |
| Phirangipuram ... | 738 | 0 7 3 | 0 9 7 | 543 | 0 5 7 | 0 7 5 |
| Perecherla ... | 744 | 0 7 3 | 0 9 8 | 549 | 0 5 8 | 0 7 6 |
| Guntur † ... | ... | ... | ... | ... | ... | ... |
| Guntur-Tenali Section.— | | | | | | |
| Vajenda † ... | 760 | ... | ... | 564 | ... | ... |
| Sangam Jagar Lamudi † ... | 763 | ... | ... | 567 | ... | ... |
| Bandarupalle ... | 759 | 0 7 5 | 0 9 10 | 563 | 0 5 9 | 0 7 8 |
| Siripuram ... | 764 | 0 7 5 | 0 9 11 | 569 | 0 5 10 | 0 7 9 |
| Peddakurapadu ... | 769 | 0 7 6 | 0 9 11 | 573 | 0 5 10 | 0 7 9 |
| Sattanapalle ... | 777 | 0 7 7 | 0 10 0 | 581 | 0 5 11 | 0 7 10 |
| Reddigudem ... | 784 | 0 7 7 | 0 10 1 | 589 | 0 6 0 | 0 7 11 |
| Bellamkonda ... | 788 | 0 7 8 | 0 10 2 | 592 | 0 6 0 | 0 8 0 |
| Pidugurala ... | 796 | 0 7 9 | 0 10 3 | 601 | 0 6 1 | 0 8 1 |
| Tummalacheruvu ... | 802 | 0 7 9 | 0 10 4 | 607 | 0 6 2 | 0 8 2 |
| Nadikude ... | 809 | 0 7 10 | 0 10 4 | 614 | 0 6 2 | 0 8 3 |
| Gurzala ... | 817 | 0 7 11 | 0 10 6 | 621 | 0 6 3 | 0 8 3 |
| Rentachintala ... | 822 | 0 7 11 | 0 10 6 | 626 | 0 6 4 | 0 8 4 |
| Macherla ... | 831 | 0 8 0 | 0 10 7 | 636 | 0 6 5 | 0 8 5 |
| Nambur ... | 757 | 0 7 5 | 0 9 10 | 561 | 0 5 9 | 0 7 8 |
| Mangalagiri ... | 764 | 0 7 5 | 0 9 11 | 569 | 0 5 10 | 0 7 9 |
| Tadepalle ... | 767 | 0 7 6 | 0 9 11 | 572 | 0 5 10 | 0 7 9 |
| Bezwada ... | 773 | ... | ... | 576 | ... | ... |
| Ramavarappudu ... | 776 | 0 7 7 | 0 10 0 | 581 | 0 5 11 | 0 7 10 |
| Nidamanuru ... | 780 | 0 7 7 | 0 10 1 | 585 | 0 6 0 | 0 7 11 |
| Uppaluru ... | 783 | 0 7 7 | 0 10 1 | 588 | 0 6 0 | 0 7 11 |
| Tarigoppula ... | 787 | 0 7 8 | 0 10 2 | 592 | 0 6 0 | 0 8 0 |
| Indupalli ... | 790 | 0 7 8 | 0 10 2 | 595 | 0 6 1 | 0 8 0 |
| Dosapadu ... | 794 | 0 7 8 | 0 10 3 | 599 | 0 6 1 | 0 8 1 |
| Gudivada ... | 798 | 0 7 9 | 0 10 3 | 603 | 0 6 1 | 0 8 1 |
| Gudivada Bhimavaram Branch.— | | | | | | |
| Moturu ... | 803 | 0 7 9 | 0 10 4 | 608 | 0 6 2 | 0 8 2 |
| Putlachervu ... | 808 | 0 7 10 | 0 10 4 | 613 | 0 6 2 | 0 8 2 |
| Mandavalli ... | 812 | 0 7 10 | 0 10 5 | 617 | 0 6 3 | 0 8 3 |
| Kaikulur ... | 817 | 0 7 11 | 0 10 6 | 622 | 0 6 3 | 0 8 4 |
| Pallevada ... | 822 | 0 7 11 | 0 10 6 | 627 | 0 6 4 | 0 8 4 |
| Akividu ... | 828 | 0 8 0 | 0 10 7 | 633 | 0 6 4 | 0 8 5 |
| Undi ... | 834 | 0 8 0 | 0 10 8 | 639 | 0 6 5 | 0 8 6 |

(a) In addition to these rates the M. S. M. Ry. transhipment charge of one pie per maund at

(b) These rates include the Krishna Bridge toll charge of three pies per maund but do not

† Special rates are charged in the case of traffic from via Waltair.

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry.

| Via Raichur. | | | Via Bezwada (b). | | | Via Miraj (a). | | | Remarks. |
|--------------|-----------|-----------|------------------|-----------|-----------|----------------|-----------|-----------|----------|
| Miles | D | F | Miles | D | F | Miles | D | F | |
| Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| 255 | 0 3 0 | 0 4 2 | 101 | 0 1 7 | 0 2 1 | ... | ... | ... | |
| 261 | 0 3 1 | 0 4 3 | 95 | 0 1 6 | 0 1 11 | ... | ... | ... | |
| 269 | 0 3 2 | 0 4 4 | 87 | 0 1 5 | 0 1 10 | ... | ... | ... | |
| 276 | 0 3 3 | 0 4 6 | 80 | 0 1 4 | 0 1 9 | ... | ... | ... | |
| 285 | 0 3 4 | 0 4 7 | 71 | 0 1 3 | 0 1 7 | ... | ... | ... | |
| 291 | 0 3 5 | 0 4 8 | 65 | 0 1 2 | 0 1 5 | ... | ... | ... | |
| 298 | 0 3 6 | 0 4 9 | 58 | 0 1 1 | 0 1 4 | ... | ... | ... | |
| 303 | 0 3 6 | 0 4 10 | 53 | 0 1 0 | 0 1 3 | ... | ... | ... | |
| 308 | 0 3 7 | 0 4 11 | 48 | 0 0 11 | 0 1 2 | ... | ... | ... | |
| 315 | 0 3 8 | 0 5 0 | 41 | 0 0 10 | 0 1 0 | ... | ... | ... | |
| 323 | 0 3 9 | 0 5 1 | 33 | 0 0 9 | 0 0 10 | ... | ... | ... | |
| 329 | 0 3 9 | 0 5 2 | 27 | 0 0 8 | 0 0 9 | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 343 | ... | ... | ... | ... | ... | ... | ... | ... | |
| 346 | ... | ... | ... | ... | ... | ... | ... | ... | |
| 343 | 0 3 11 | 0 5 4 | 27 | 0 0 8 | 0 0 9 | ... | ... | ... | |
| 349 | 0 3 11 | 0 5 5 | 33 | 0 0 9 | 0 0 10 | ... | ... | ... | |
| 353 | 0 4 0 | 0 5 5 | 37 | 0 0 9 | 0 0 11 | ... | ... | ... | |
| 361 | 0 4 1 | 0 5 6 | 45 | 0 0 11 | 0 1 1 | ... | ... | ... | |
| 369 | 0 4 2 | 0 5 8 | 53 | 0 1 0 | 0 1 3 | ... | ... | ... | |
| 372 | 0 4 2 | 0 5 8 | 56 | 0 1 0 | 0 1 3 | ... | ... | ... | |
| 381 | 0 4 3 | 0 5 9 | 65 | 0 1 2 | 0 1 5 | ... | ... | ... | |
| 387 | 0 4 4 | 0 5 10 | 74 | 0 1 3 | 0 1 7 | ... | ... | ... | |
| 394 | 0 4 4 | 0 5 11 | 78 | 0 1 4 | 0 1 8 | ... | ... | ... | |
| 401 | 0 4 5 | 0 6 0 | 85 | 0 1 5 | 0 1 10 | ... | ... | ... | |
| 406 | 0 4 6 | 0 6 1 | 90 | 0 1 6 | 0 1 11 | ... | ... | ... | |
| 416 | 0 4 7 | 0 6 2 | 100 | 0 1 7 | 0 2 0 | ... | ... | ... | |
| 341 | 0 3 11 | 0 5 3 | 15 | 0 0 6 | 0 0 6 | ... | ... | ... | |
| 348 | 0 3 11 | 0 5 5 | 7 | 0 0 5 | 0 0 5 | ... | ... | ... | |
| 352 | 0 4 0 | 0 5 5 | 4 | 0 0 5 | 0 0 5 | ... | ... | ... | |
| 354 | ... | ... | ... | ... | ... | ... | ... | ... | |
| 360 | 0 4 1 | 0 5 6 | 5 | 0 0 2 | 0 0 2 | ... | ... | ... | |
| 364 | 0 4 1 | 0 5 7 | 9 | 0 0 2 | 0 0 2 | ... | ... | ... | |
| 367 | 0 4 1 | 0 5 7 | 12 | 0 0 2 | 0 0 3 | ... | ... | ... | |
| 371 | 0 4 2 | 0 5 8 | 16 | 0 0 3 | 0 0 4 | ... | ... | ... | |
| 374 | 0 4 2 | 0 5 8 | 19 | 0 0 3 | 0 0 4 | ... | ... | ... | |
| 378 | 0 4 3 | 0 5 9 | 23 | 0 0 4 | 0 0 5 | ... | ... | ... | |
| 382 | 0 4 3 | 0 5 9 | 27 | 0 0 5 | 0 0 6 | ... | ... | ... | |
| 387 | 0 4 4 | 0 5 10 | 32 | 0 0 5 | 0 0 7 | ... | ... | ... | |
| 392 | 0 4 4 | 0 5 11 | 37 | 0 0 6 | 0 0 8 | ... | ... | ... | |
| 396 | 0 4 5 | 0 6 0 | 41 | 0 0 7 | 0 0 9 | ... | ... | ... | |
| 401 | 0 4 5 | 0 6 0 | 46 | 0 0 8 | 0 0 10 | ... | ... | ... | |
| 406 | 0 4 6 | 0 6 1 | 51 | 0 0 9 | 0 0 11 | ... | ... | ... | |
| 412 | 0 4 6 | 0 6 2 | 57 | 0 0 10 | 0 1 1 | ... | ... | ... | |
| 418 | 0 4 7 | 0 6 2 | 63 | 0 0 11 | 0 1 2 | ... | ... | ... | |

Hotgi, Miraj and Poona should be levied.

Include the M. S. M. Ry. transhipment charge of two pies per maund at Bezwada.

local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Poona (a) | | | Via Hotgi (a) | | |
|--------------------|---------------|-----------|-----------|---------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Nujella ... | 802 | 0 7 9 | 0 10 4 | 607 | 0 6 2 | 0 8 2 |
| Gudlavalleru ... | 805 | 0 7 10 | 0 10 4 | 610 | 0 6 2 | 0 8 2 |
| Kavutaram ... | 806 | 0 7 10 | 0 10 4 | 611 | 0 6 2 | 0 8 2 |
| Vadlamannadu ... | 810 | 0 7 10 | 0 10 5 | 615 | 0 6 3 | 0 8 3 |
| Pedana ... | 814 | 0 7 10 | 0 10 5 | 619 | 0 6 3 | 0 8 3 |
| Chilakalapudi ... | 818 | 0 7 11 | 0 10 6 | 623 | 0 6 3 | 0 8 4 |
| Masulipatam ... | 821 | 0 7 11 | 0 10 6 | 626 | 0 6 4 | 0 8 4 |
| Masulipatam Port † | ... | ... | ... | ... | ... | ... |
| Gunji ... | 268 | 0 3 2 | 0 4 2 | 274 | 0 3 3 | 0 4 3 |
| Khanapur ... | 260 | 0 3 1 | 0 4 1 | 281 | 0 3 4 | 0 4 4 |
| Desur ... | 251 | 0 3 0 | 0 3 11 | 290 | 0 3 5 | 0 4 6 |
| Belgaum ... | 245 | 0 2 11 | 0 3 10 | 297 | 0 3 6 | 0 4 7 |
| Sulebhavi ... | 235 | 0 2 10 | 0 3 9 | 307 | 0 3 7 | 0 4 9 |
| Suldhali ... | 228 | 0 2 9 | 0 3 8 | 314 | 0 3 8 | 0 4 10 |
| Pachhapur ... | 222 | 0 2 8 | 0 3 7 | 320 | 0 3 8 | 0 4 10 |
| Gokak Road ... | 212 | 0 2 7 | 0 3 5 | 330 | 0 3 9 | 0 5 0 |
| Hukeri Road ... | 209 | 0 2 7 | 0 3 5 | 333 | 0 3 10 | 0 5 0 |
| Bagewadi ... | 204 | 0 2 6 | 0 3 4 | 338 | 0 3 10 | 0 5 1 |
| Chikodi Road ... | 199 | 0 2 5 | 0 3 3 | 342 | 0 3 11 | 0 5 2 |
| Raibag ... | 191 | 0 2 4 | 0 3 2 | 351 | 0 4 0 | 0 5 3 |
| Chinchli ... | 184 | 0 2 3 | 0 3 0 | 358 | 0 4 0 | 0 5 4 |
| Kudehi ... | 180 | 0 2 3 | 0 3 0 | 362 | 0 4 1 | 0 5 5 |
| Ugar Khurd ... | 176 | 0 2 3 | 0 3 0 | 366 | 0 4 2 | 0 5 6 |
| Shedbal ... | 170 | 0 2 2 | 0 2 10 | 372 | 0 4 2 | 0 5 6 |
| Miraj ... | 159 | 0 2 0 | 0 2 8 | 382 | 0 4 3 | 0 5 7 |
| Via Miraj ... | 159 | 0 2 0 | 0 2 8 | 382 | 0 4 3 | 0 5 7 |
| Jayasingpur ... | 167 | 0 2 1 | 0 2 10 | 390 | 0 4 4 | 0 5 9 |
| Hatkanagale ... | 176 | 0 2 2 | 0 2 11 | 399 | 0 4 5 | 0 5 10 |
| Rukadi ... | 180 | 0 2 3 | 0 3 0 | 403 | 0 4 5 | 0 5 10 |
| Kolhapur ... | 189 | 0 2 4 | 0 3 1 | 412 | 0 4 6 | 0 6 0 |
| Budhgaon ... | 153 | 0 2 0 | 0 2 7 | 388 | 0 4 4 | 0 5 8 |
| Bhildavadi ... | 143 | 0 1 10 | 0 2 6 | 398 | 0 4 5 | 0 5 10 |
| Kirloskarvadi ... | 135 | 0 1 9 | 0 2 4 | 407 | 0 4 6 | 0 5 11 |
| Takari ... | 130 | 0 1 8 | 0 2 3 | 412 | 0 4 6 | 0 6 0 |
| Bichud ... | 126 | 0 1 8 | 0 2 2 | 415 | 0 4 7 | 0 6 0 |
| Shenoli ... | 121 | 0 1 7 | 0 2 1 | 420 | 0 4 7 | 0 6 1 |
| Karad ... | 113 | 0 1 6 | 0 2 0 | 428 | 0 4 8 | 0 6 2 |
| Masur ... | 105 | 0 1 5 | 0 1 10 | 437 | 0 4 9 | 0 6 3 |
| Targaon ... | 97 | 0 1 4 | 0 1 9 | 445 | 0 4 10 | 0 6 4 |
| Rahimatpur ... | 90 | 0 1 3 | 0 1 8 | 452 | 0 4 10 | 0 6 5 |
| Koregaon ... | 83 | 0 1 2 | 0 1 6 | 459 | 0 4 11 | 0 6 6 |
| Satara Road ... | 77 | 0 1 1 | 0 1 5 | 465 | 0 5 0 | 0 6 7 |

(a) In addition to these rates the M. S. M. Ry. transhipment charge of one pie per maund at Hotgi,

(b) These rates include the Krishna Bridge toll charge of three pies per maund but do not include

† When traffic is booked to Masulipatam Port a haulage charge of 2 pies per maund is levied in

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry.

| Via Raichur. | | | Via Bazwada. (b) | | | Via Miraj. (a) | | | Remarks. |
|--------------|-----------|--------|------------------|-----------|--------|----------------|-----------|--------|----------|
| Miles | D | F | Miles | D | F | Miles | D | F | |
| Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | | |
| 386 | 0 4 4 | 0 5 10 | 31 | 0 0 5 | 0 0 7 | ... | ... | ... | |
| 389 | 0 4 4 | 0 5 10 | 34 | 0 0 6 | 0 0 8 | ... | ... | ... | |
| 390 | 0 4 4 | 0 5 11 | 35 | 0 0 6 | 0 0 8 | ... | ... | ... | |
| 394 | 0 4 4 | 0 5 11 | 39 | 0 0 7 | 0 0 9 | ... | ... | ... | |
| 398 | 0 4 5 | 0 6 0 | 43 | 0 0 7 | 0 0 10 | ... | ... | ... | |
| 402 | 0 4 5 | 0 6 0 | 47 | 0 0 8 | 0 0 10 | ... | ... | ... | |
| 405 | 0 4 6 | 0 6 1 | 50 | 0 0 8 | 0 0 11 | ... | ... | ... | |
| 301 | 0 3 6 | 0 4 10 | 504 | 0 5 6 | 0 7 3 | 109 | 0 1 5 | 0 1 11 | |
| 308 | 0 3 7 | 0 4 11 | 511 | 0 5 7 | 0 7 4 | 102 | 0 1 4 | 0 1 10 | |
| 317 | 0 3 8 | 0 5 0 | 520 | 0 5 8 | 0 7 5 | 93 | 0 1 3 | 0 1 8 | |
| 324 | 0 3 9 | 0 5 1 | 527 | 0 5 9 | 0 7 6 | 86 | 0 1 2 | 0 1 7 | |
| 334 | 0 3 10 | 0 5 2 | 537 | 0 5 10 | 0 7 7 | 76 | 0 1 1 | 0 1 5 | |
| 341 | 0 3 11 | 0 5 3 | 544 | 0 5 10 | 0 7 8 | 69 | 0 1 0 | 0 1 3 | |
| 346 | 0 3 11 | 0 5 4 | 549 | 0 5 11 | 0 7 9 | 63 | 0 0 11 | 0 1 2 | |
| 356 | 0 4 0 | 0 5 0 | 559 | 0 6 0 | 0 7 10 | 53 | 0 0 9 | 0 1 0 | |
| 360 | 0 4 1 | 0 5 6 | 563 | 0 6 0 | 0 7 11 | 50 | 0 0 8 | 0 0 11 | |
| 365 | 0 4 1 | 0 5 7 | 568 | 0 6 1 | 0 7 11 | 45 | 0 0 8 | 0 0 10 | |
| 369 | 0 4 2 | 0 5 8 | 572 | 0 6 1 | 0 8 0 | 40 | 0 0 7 | 0 0 9 | |
| 378 | 0 4 3 | 0 5 9 | 581 | 0 6 2 | 0 8 1 | 32 | 0 0 5 | 0 0 7 | |
| 385 | 0 4 3 | 0 5 10 | 588 | 0 6 3 | 0 8 2 | 25 | 0 0 4 | 0 0 6 | |
| 389 | 0 4 4 | 0 5 10 | 592 | 0 6 3 | 0 8 3 | 21 | 0 0 4 | 0 0 5 | |
| 393 | 0 4 4 | 0 5 11 | 596 | 0 6 4 | 0 8 3 | 17 | 0 0 3 | 0 0 4 | |
| 399 | 0 4 5 | 0 6 0 | 602 | 0 6 4 | 0 8 4 | 11 | 0 0 2 | 0 0 2 | |
| 409 | 0 4 6 | 0 6 1 | 612 | 0 6 5 | 0 8 5 | ... | ... | ... | |
| 409 | 0 4 6 | 0 6 1 | 612 | 0 6 5 | 0 8 5 | ... | ... | ... | |
| 417 | 0 4 7 | 0 6 2 | 620 | 0 6 6 | 0 8 6 | 8 | 0 0 2 | 0 0 2 | |
| 426 | 0 4 8 | 0 6 4 | 629 | 0 6 7 | 0 8 8 | 17 | 0 0 3 | 0 0 4 | |
| 430 | 0 4 8 | 0 6 4 | 633 | 0 6 7 | 0 8 8 | 21 | 0 0 4 | 0 0 5 | |
| 439 | 0 4 9 | 0 6 5 | 642 | 0 6 8 | 0 8 9 | 30 | 0 0 5 | 0 0 7 | |
| 415 | 0 4 7 | 0 6 2 | 618 | 0 6 6 | 0 8 6 | 6 | 0 0 2 | 0 0 2 | |
| 425 | 0 4 8 | 0 6 3 | 628 | 0 6 7 | 0 8 7 | 16 | 0 0 3 | 0 0 4 | |
| 433 | 0 4 8 | 0 6 4 | 636 | 0 6 8 | 0 8 8 | 25 | 0 0 4 | 0 0 6 | |
| 438 | 0 4 9 | 0 6 5 | 641 | 0 6 8 | 0 8 9 | 30 | 0 0 5 | 0 0 7 | |
| 442 | 0 4 9 | 0 6 6 | 645 | 0 6 9 | 0 8 10 | 33 | 0 0 6 | 0 0 7 | |
| 447 | 0 4 10 | 0 6 6 | 650 | 0 6 9 | 0 8 10 | 38 | 0 0 6 | 0 0 8 | |
| 455 | 0 4 11 | 0 6 7 | 658 | 0 6 10 | 0 8 11 | 46 | 0 0 8 | 0 0 10 | |
| 464 | 0 4 11 | 0 6 9 | 667 | 0 6 11 | 0 9 1 | ... | ... | ... | |
| 472 | 0 5 0 | 0 6 10 | 675 | 0 7 0 | 0 9 2 | ... | ... | ... | |
| 478 | 0 5 1 | 0 6 10 | 681 | 0 7 0 | 0 9 2 | ... | ... | ... | |
| 485 | 0 5 2 | 0 6 11 | 688 | 0 7 1 | 0 9 3 | ... | ... | ... | |
| 491 | 0 5 2 | 0 7 0 | 694 | 0 7 1 | 0 9 4 | ... | ... | ... | |

Miraj and Poona should be levied.

the M. S. M. Ry. transhipment charge of two pies per maund at Bezwada.
addition to the rates to Masulipatam.

local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Poona (a). | | | Via Hotgi (a). | | |
|----------------------------|----------------|-----------|-----------|----------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Palshi | 74 | 0 1 0 | 0 1 4 | 468 | 0 5 0 | 0 6 7 |
| Wather | 68 | 0 0 11 | 0 1 3 | 474 | 0 5 0 | 0 6 8 |
| Salpa | 58 | 0 0 10 | 0 1 1 | 484 | 0 5 1 | 0 6 9 |
| Lonand | 52 | 0 0 9 | 0 1 0 | 490 | 0 5 2 | 0 6 10 |
| Nira | 47 | 0 0 8 | 0 0 10 | 495 | 0 5 3 | 0 6 11 |
| Walpe | 41 | 0 0 7 | 0 0 9 | 501 | 0 5 3 | 0 7 0 |
| Jejuri | 31 | 0 0 5 | 0 0 7 | 510 | 0 5 4 | 0 7 1 |
| Rajewadi | 24 | 0 0 4 | 0 0 5 | 518 | 0 5 5 | 0 7 2 |
| Alandi | 15 | 0 0 3 | 0 0 3 | 527 | 0 5 6 | 0 7 3 |
| Phursangi | 10 | 0 0 2 | 0 0 2 | 532 | 0 5 6 | 0 7 4 |
| Sasvad Road | 6 | 0 0 2 | 0 0 2 | 535 | 0 5 7 | 0 7 4 |
| Ghorpuri | 1 | 0 0 2 | 0 0 2 | 541 | 0 5 7 | 0 7 5 |
| Poona | ... | ... | ... | 542 | 0 5 7 | 0 7 5 |
| Hombal | 376 | 0 4 2 | 0 5 7 | 165 | 0 2 1 | 0 2 9 |
| Balaganur | 382 | 0 4 3 | 0 5 7 | 160 | 0 2 0 | 0 2 9 |
| Mallapur | 388 | 0 4 4 | 0 5 8 | 154 | 0 2 0 | 0 2 8 |
| Alur | 398 | 0 4 5 | 0 5 10 | 143 | 0 1 10 | 0 2 6 |
| Badami | 410 | 0 4 6 | 0 5 11 | 131 | 0 1 9 | 0 2 3 |
| Katgeri | 418 | 0 4 7 | 0 6 0 | 123 | 0 1 7 | 0 2 2 |
| Bagarkot | 427 | 0 4 8 | 0 6 2 | 115 | 0 1 6 | 0 2 0 |
| Karlimatti | 436 | 0 4 9 | 0 6 3 | 106 | 0 1 5 | 0 1 11 |
| Sitimani | 444 | 0 4 9 | 0 6 4 | 98 | 0 1 4 | 0 1 9 |
| Almatti | 446 | 0 4 10 | 0 6 4 | 96 | 0 1 4 | 0 1 9 |
| Telgi | 455 | 0 4 11 | 0 6 5 | 86 | 0 1 2 | 0 1 7 |
| Mulvad | 467 | 0 5 0 | 0 6 7 | 75 | 0 1 1 | 0 1 5 |
| Jumnal | 474 | 0 5 0 | 0 6 8 | 67 | 0 0 11 | 0 1 3 |
| Bijapur | 483 | 0 5 1 | 0 6 9 | 59 | 0 0 10 | 0 1 1 |
| Minchnal | 494 | 0 5 2 | 0 6 11 | 48 | 0 0 8 | 0 0 11 |
| Nimbal | 506 | 0 5 4 | 0 7 0 | 36 | 0 0 6 | 0 0 8 |
| Indi Road | 514 | 0 5 4 | 0 7 1 | 28 | 0 0 5 | 0 0 6 |
| Lachyan | 521 | 0 5 5 | 0 7 2 | 21 | 0 0 4 | 0 0 5 |
| Tadval | 529 | 0 5 6 | 0 7 3 | 13 | 0 0 2 | 0 0 3 |
| Sholapur (M. S. M.) | 551 | 0 5 8 | 0 7 6 | 10 | 0 0 2 | 0 0 2 |
| Suler Javalge * | 533 | 0 5 6 | 0 7 4 | 9 | 0 0 2 | 0 0 2 |
| Hotgi Jn. | 541 | 0 5 7 | 0 7 5 | ... | ... | ... |
| Kundgol | 342 | 0 3 11 | 0 5 2 | 219 | 0 2 8 | 0 3 6 |
| Saunshi | 348 | 0 3 11 | 0 5 3 | 224 | 0 2 8 | 0 3 7 |
| Gudgeri | 354 | 0 4 0 | 0 5 3 | 231 | 0 2 9 | 0 3 8 |
| Yalvigi | 362 | 0 4 1 | 0 5 5 | 238 | 0 2 10 | 0 3 9 |
| Savanur | 367 | 0 4 1 | 0 5 5 | 244 | 0 2 11 | 0 3 10 |
| Karajgi | 375 | 0 4 2 | 0 5 6 | 251 | 0 3 0 | 0 3 11 |
| Haveri | 379 | 0 4 3 | 0 5 7 | 256 | 0 3 0 | 0 4 0 |
| Byadgi | 388 | 0 4 4 | 0 5 8 | 265 | 0 3 2 | 0 4 2 |
| Devargudda | 394 | 0 4 4 | 0 5 9 | 271 | 0 3 2 | 0 4 3 |
| Ranibennur | 399 | 0 4 5 | 0 5 10 | 276 | 0 3 3 | 0 4 4 |
| Chalgeri | 408 | 0 4 6 | 0 5 11 | 284 | 0 3 4 | 0 4 5 |
| Harihar Jn.† | 414 | 0 4 6 | 0 6 0 | 290 | 0 3 5 | 0 4 6 |
| Davangere † | 423 | 0 4 7 | 0 6 1 | 299 | 0 3 6 | 0 4 7 |
| Tolahunse † | 429 | 0 4 8 | 0 6 2 | 305 | 0 3 7 | 0 4 8 |

(a) In addition to these rates the M. S. M. Ry. transhipment charge of one pie per maund at Hotgi.

(b) These rates include the Krishna Bridge toll charge of three pies per maund but do not include

* Not yet open.

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry.

† These rates do not apply as the stations have been transferred to the Mysore Railway from its January 1938.

| Via Rajchur. | | | Via Bezwada. (b) | | | Via Miraj. (a) | | | Remarks. |
|--------------|-----------|-----------|------------------|-----------|-----------|----------------|-----------|-----------|----------|
| Miles | D | F | Miles | D | F | Miles | D | F | |
| | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | |
| 495 | 0 5 3 | 0 6 11 | 698 | 0 7 2 | 0 9 5 | 86 | 0 1 2 | 0 1 7 | |
| 500 | 0 5 3 | 0 7 1 | 703 | 0 7 2 | 0 9 5 | ... | ... | ... | |
| 511 | 0 5 4 | 0 7 3 | 714 | 0 7 3 | 0 9 7 | ... | ... | ... | |
| 517 | 0 5 5 | 0 7 4 | 719 | 0 7 4 | 0 9 8 | ... | ... | ... | |
| 521 | 0 5 5 | 0 7 4 | 724 | 0 7 4 | 0 9 8 | ... | ... | ... | |
| 528 | 0 5 6 | 0 7 5 | 731 | 0 7 5 | 0 9 9 | ... | ... | ... | |
| 537 | 0 5 7 | 0 7 6 | 740 | 0 7 6 | 0 9 10 | ... | ... | ... | |
| 545 | 0 5 8 | 0 7 7 | 748 | 0 7 7 | 0 9 11 | ... | ... | ... | |
| 554 | 0 5 8 | 0 7 9 | 757 | 0 7 8 | 0 10 1 | ... | ... | ... | |
| 559 | 0 5 9 | 0 7 9 | 762 | 0 7 8 | 0 10 1 | ... | ... | ... | |
| 562 | 0 5 9 | 0 7 10 | 765 | 0 7 9 | 0 10 2 | ... | ... | ... | |
| 567 | 0 5 10 | 0 7 10 | 770 | 0 7 9 | 0 10 2 | ... | ... | ... | |
| 569 | 0 5 10 | 0 7 11 | 772 | 0 7 9 | 0 10 3 | ... | ... | ... | |
| 208 | 0 2 6 | 0 3 6 | 411 | 0 4 9 | 0 6 3 | ... | ... | ... | |
| 213 | 0 2 7 | 0 3 7 | 416 | 0 4 10 | 0 6 3 | ... | ... | ... | |
| 219 | 0 2 8 | 0 3 8 | 422 | 0 4 10 | 0 6 4 | ... | ... | ... | |
| 230 | 0 2 9 | 0 3 10 | 433 | 0 4 11 | 0 6 5 | ... | ... | ... | |
| 242 | 0 2 11 | 0 4 0 | 445 | 0 5 1 | 0 6 7 | ... | ... | ... | |
| 250 | 0 3 0 | 0 4 1 | 453 | 0 5 1 | 0 6 8 | ... | ... | ... | |
| 258 | 0 3 1 | 0 4 3 | 461 | 0 5 2 | 0 6 9 | ... | ... | ... | |
| 267 | 0 3 2 | 0 4 4 | 470 | 0 5 3 | 0 6 10 | ... | ... | ... | |
| 275 | 0 3 3 | 0 4 5 | 478 | 0 5 4 | 0 6 11 | ... | ... | ... | |
| 277 | 0 3 3 | 0 4 6 | 480 | 0 5 4 | 0 7 0 | ... | ... | ... | |
| 287 | 0 3 4 | 0 4 7 | 490 | 0 5 5 | 0 7 1 | ... | ... | ... | |
| 298 | 0 3 6 | 0 4 9 | 501 | 0 5 6 | 0 7 3 | ... | ... | ... | |
| 306 | 0 3 7 | 0 4 10 | 509 | 0 5 7 | 0 7 4 | ... | ... | ... | |
| 314 | 0 3 8 | 0 5 0 | 517 | 0 5 8 | 0 7 5 | ... | ... | ... | |
| 326 | 0 3 9 | 0 5 1 | 529 | 0 5 9 | 0 7 6 | ... | ... | ... | |
| 337 | 0 3 10 | 0 5 3 | 540 | 0 5 10 | 0 7 8 | ... | ... | ... | |
| 346 | 0 3 11 | 0 5 4 | 548 | 0 5 11 | 0 7 9 | ... | ... | ... | |
| 352 | 0 4 0 | 0 5 5 | 555 | 0 6 0 | 0 7 10 | ... | ... | ... | |
| 360 | 0 4 1 | 0 5 6 | 563 | 0 6 0 | 0 7 11 | ... | ... | ... | |
| 382 | 0 4 3 | 0 5 9 | 585 | 0 6 3 | 0 8 2 | ... | ... | ... | |
| 364 | 0 4 1 | 0 5 7 | 567 | 0 6 1 | 0 7 11 | ... | ... | ... | |
| 373 | 0 4 2 | 0 5 8 | 576 | 0 6 2 | 0 8 1 | ... | ... | ... | |
| 246 | 0 2 11 | 0 4 1 | 449 | 0 5 1 | 0 6 8 | ... | ... | ... | |
| 251 | 0 3 0 | 0 4 1 | 454 | 0 5 1 | 0 6 8 | ... | ... | ... | |
| 258 | 0 3 1 | 0 4 3 | 461 | 0 5 2 | 0 6 9 | ... | ... | ... | |
| 265 | 0 3 2 | 0 4 4 | 468 | 0 5 3 | 0 6 10 | ... | ... | ... | |
| 270 | 0 3 2 | 0 4 5 | 473 | 0 5 3 | 0 6 11 | ... | ... | ... | |
| 278 | 0 3 3 | 0 4 6 | 481 | 0 5 4 | 0 7 0 | ... | ... | ... | |
| 282 | 0 3 4 | 0 4 7 | 485 | 0 5 5 | 0 7 0 | ... | ... | ... | |
| 291 | 0 3 5 | 0 4 8 | 494 | 0 5 5 | 0 7 2 | ... | ... | ... | |
| 298 | 0 3 6 | 0 4 9 | 501 | 0 5 6 | 0 7 3 | ... | ... | ... | |
| 303 | 0 3 6 | 0 4 10 | 506 | 0 5 7 | 0 7 3 | ... | ... | ... | |
| 311 | 0 3 7 | 0 4 11 | 514 | 0 5 7 | 0 7 4 | ... | ... | ... | |
| 317 | 0 3 8 | 0 5 0 | 520 | 0 5 8 | 0 7 5 | ... | ... | ... | |
| 326 | 0 3 9 | 0 5 1 | 529 | 0 5 9 | 0 7 6 | ... | ... | ... | |
| 332 | 0 3 10 | 0 5 2 | 535 | 0 5 10 | 0 7 7 | ... | ... | ... | |

Miraj and Poona should be levied.

the M. S. M. Ry. transhipment charge of two ples per maund at Bezwada.

local break-of-gauge junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Poona (a). | | | Via Hotgi (a). | | |
|--------------------|----------------|-----------|-----------|----------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Kodaganur † ... | 435 | 0 4 9 | 0 6 3 | 311 | 0 3 7 | 0 4 9 |
| Mayakonda † ... | 440 | 0 4 9 | 0 6 3 | 316 | 0 3 8 | 0 4 10 |
| Sasalu † ... | 445 | 0 4 10 | 0 6 4 | 321 | 0 3 8 | 0 4 11 |
| Chik Jajur & via † | 452 | 0 4 10 | 0 6 5 | 328 | 0 3 9 | 0 5 0 |
| Holalkere † ... | 458 | 0 4 11 | 0 6 6 | 334 | 0 3 10 | 0 5 0 |
| Ramagiri † ... | 464 | 0 4 11 | 0 6 7 | 340 | 0 3 10 | 0 5 1 |
| Hosdurga Road † | 470 | 0 5 0 | 0 6 7 | 346 | 0 3 11 | 0 5 2 |
| Shivani † ... | 476 | 0 5 1 | 0 6 8 | 352 | 0 4 0 | 0 5 3 |
| Ajjampur † ... | 483 | 0 5 1 | 0 6 9 | 359 | 0 4 1 | 0 5 4 |
| Birur and via † | 494 | 0 5 2 | 0 6 11 | 370 | 0 4 2 | 0 5 6 |
| Kadur † ... | 498 | 0 5 3 | 0 6 11 | 374 | 0 4 2 | 0 5 6 |
| Devanur † ... | 508 | 0 5 4 | 0 7 0 | 384 | 0 4 3 | 0 5 8 |
| Banavar † ... | 512 | 0 5 4 | 0 7 1 | 388 | 0 4 4 | 0 5 8 |
| Arsikere and via † | 522 | 0 5 5 | 0 7 2 | 399 | 0 4 5 | 0 5 10 |
| Honnava Road † | 531 | 0 5 6 | 0 7 4 | 407 | 0 4 6 | 0 5 11 |
| Tiptur † ... | 538 | 0 5 7 | 0 7 4 | 414 | 0 4 6 | 0 6 0 |
| Kardi † ... | 545 | 0 5 8 | 0 7 5 | 421 | 0 4 7 | 0 6 1 |
| Banasandra † ... | 551 | 0 5 8 | 0 7 6 | 427 | 0 4 8 | 0 6 2 |
| Ammasandra † | 555 | 0 5 9 | 0 7 7 | 431 | 0 4 8 | 0 6 2 |
| Samplige Road † | 558 | 0 5 9 | 0 7 7 | 434 | 0 4 8 | 0 6 3 |
| Nittur † ... | 565 | 0 5 10 | 0 7 8 | 441 | 0 4 9 | 0 6 4 |
| Gubbi † ... | 571 | 0 5 10 | 0 7 9 | 447 | 0 4 10 | 0 6 4 |
| Tumkur † ... | 582 | 0 5 11 | 0 7 10 | 458 | 0 4 11 | 0 6 6 |
| Kyatsandra † | 585 | 0 6 0 | 0 7 11 | 461 | 0 4 11 | 0 6 6 |
| Hirehalli † ... | 589 | 0 6 0 | 0 7 11 | 465 | 0 5 0 | 0 6 7 |
| Nidvanda † ... | 596 | 0 6 1 | 0 8 0 | 472 | 0 5 0 | 0 6 7 |
| Dodbele † ... | 602 | 0 6 1 | 0 8 1 | 478 | 0 5 1 | 0 6 8 |
| Golhalli † ... | 609 | 0 6 2 | 0 8 2 | 481 | 0 5 1 | 0 6 9 |
| Chik Banavar † | 617 | 0 6 3 | 0 8 3 | 473 | 0 5 0 | 0 6 8 |
| Yesvantpur † | 622 | 0 6 3 | 0 8 4 | 468 | 0 5 0 | 0 6 7 |
| Bangalore City † | 625 | ... | ... | 471 | ... | ... |
| Gulapalayamu | 499 | 0 5 3 | 0 6 11 | 303 | 0 3 6 | 0 4 8 |
| Khadarpett ... | 512 | 0 5 4 | 0 7 1 | 317 | 0 3 8 | 0 4 10 |
| Pamidi ... | 515 | 0 5 5 | 0 7 1 | 320 | 0 3 8 | 0 4 10 |
| Kalluru ... | 517 | 0 5 5 | 0 7 2 | 322 | 0 3 8 | 0 4 11 |
| Garladdinne ... | 524 | 0 5 4 | 0 7 3 | 328 | 0 3 9 | 0 5 0 |
| Anantapur ... | 534 | 0 5 6 | 0 7 4 | 339 | 0 3 10 | 0 5 1 |
| Zangalapalle ... | 542 | 0 5 7 | 0 7 5 | 347 | 0 3 11 | 0 5 2 |
| Dharmavaram ... | 555 | 0 5 9 | 0 7 7 | 360 | 0 4 1 | 0 5 4 |
| Nagasamudram ... | 564 | 0 5 9 | 0 7 8 | 369 | 0 4 2 | 0 5 6 |
| Makkalipalli ... | 573 | 0 5 10 | 0 7 9 | 378 | 0 4 3 | 0 5 7 |
| Penukonda ... | 581 | 0 5 11 | 0 7 10 | 385 | 0 4 3 | 0 5 8 |
| Chakarlapalli ... | 590 | 0 6 0 | 0 7 11 | 394 | 0 4 4 | 0 5 9 |
| Malugur ... | 598 | 0 6 1 | 0 8 0 | 402 | 0 4 5 | 0 5 10 |
| Hindupur Jn. † | 604 | 0 6 1 | 0 8 1 | 409 | 0 4 6 | 0 5 11 |
| Dodkurugod † | 615 | 0 6 3 | 0 8 3 | 420 | 0 4 7 | 0 6 1 |
| Goribidnur † | 619 | 0 6 3 | 0 8 3 | 424 | 0 4 7 | 0 6 1 |
| Thondebhavi † | 627 | 0 6 4 | 0 8 4 | 432 | 0 4 8 | 0 6 2 |
| Makldrug † ... | 633 | 0 6 4 | 0 8 5 | 438 | 0 4 9 | 0 6 3 |
| Dodballapur † | 641 | 0 6 5 | 0 8 6 | 448 | 0 4 10 | 0 6 4 |

(a) In addition to these rates the M. S. M. Ry. transhipment charge of one pie per maund at Hotgi.

(b) These rates include the Krishna Bridge toll charge of three pies per maund but do not include

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry.

† See note on page 880.

| Via Ralchur. | | | Via Bezwada. (b) | | | Via Miraj. (a) | | | Remarks. |
|--------------|-----------|-----------|------------------|-----------|-----------|----------------|-----------|-----------|----------|
| Miles | D | ₹ | Miles | D | F | Miles | D | F | |
| | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | |
| 338 | 0 3 10 | 0 5 3 | 541 | 0 5 10 | 0 7 8 | ... | ... | ... | |
| 343 | 0 3 11 | 0 5 4 | 546 | 0 5 11 | 0 7 9 | ... | ... | ... | |
| 348 | 0 3 11 | 0 5 5 | 551 | 0 5 11 | 0 7 9 | ... | ... | ... | |
| 355 | 0 4 0 | 0 5 6 | 558 | 0 6 0 | 0 7 10 | ... | ... | ... | |
| 361 | 0 4 1 | 0 5 6 | 564 | 0 6 0 | 0 7 11 | ... | ... | ... | |
| 367 | 0 4 1 | 0 5 7 | 570 | 0 6 1 | 0 8 0 | ... | ... | ... | |
| 373 | 0 4 2 | 0 5 8 | 576 | 0 6 2 | 0 8 1 | ... | ... | ... | |
| 379 | 0 4 3 | 0 5 9 | 582 | 0 6 2 | 0 8 1 | ... | ... | ... | |
| 386 | 0 4 4 | 0 5 10 | 588 | 0 6 3 | 0 8 2 | ... | ... | ... | |
| 376 | 0 4 2 | 0 5 9 | 577 | 0 6 11 | 0 8 9 | ... | ... | ... | |
| 372 | 0 4 2 | 0 5 8 | 574 | 0 6 10 | 0 8 9 | ... | ... | ... | |
| 362 | 0 4 1 | 0 5 7 | 563 | 0 6 9 | 0 8 7 | ... | ... | ... | |
| 357 | 0 4 0 | 0 5 6 | 559 | 0 6 9 | 0 8 7 | ... | ... | ... | |
| 348 | 0 3 11 | 0 5 5 | 549 | 0 6 7 | 0 8 5 | ... | ... | ... | |
| 339 | 0 3 10 | 0 5 3 | 541 | 0 6 7 | 0 8 4 | ... | ... | ... | |
| 332 | 0 3 10 | 0 5 2 | 533 | 0 6 6 | 0 8 3 | ... | ... | ... | |
| 325 | 0 3 9 | 0 5 1 | 527 | 0 6 5 | 0 8 2 | ... | ... | ... | |
| 318 | 0 3 8 | 0 5 0 | 520 | 0 6 4 | 0 8 1 | ... | ... | ... | |
| 315 | 0 3 8 | 0 5 0 | 517 | ... | 0 8 1 | ... | ... | ... | |
| 311 | 0 3 7 | 0 4 11 | 513 | 0 6 3 | 0 8 2 | ... | ... | ... | |
| 305 | 0 3 7 | 0 4 10 | 506 | 0 6 3 | 0 7 11 | ... | ... | ... | |
| 299 | 0 3 6 | 0 4 9 | 501 | 0 6 2 | 0 7 10 | ... | ... | ... | |
| 288 | 0 3 4 | 0 4 8 | 490 | 0 6 1 | 0 7 9 | ... | ... | ... | |
| 284 | 0 3 4 | 0 4 7 | 486 | 0 6 0 | 0 7 8 | ... | ... | ... | |
| 281 | 0 3 4 | 0 4 6 | 482 | 0 6 0 | 0 7 8 | ... | ... | ... | |
| 274 | 0 3 3 | 0 4 5 | 476 | 0 5 11 | 0 7 7 | ... | ... | ... | |
| 268 | 0 3 2 | 0 4 4 | 470 | 0 5 10 | 0 7 6 | ... | ... | ... | |
| 261 | 0 3 1 | 0 4 3 | 463 | 0 5 10 | 0 7 4 | ... | ... | ... | |
| 253 | 0 3 0 | 0 4 2 | 455 | 0 5 9 | 0 7 3 | ... | ... | ... | |
| 248 | 0 2 11 | 0 4 1 | 450 | 0 5 8 | 0 7 2 | ... | ... | ... | |
| 249 | ... | ... | ... | ... | ... | ... | ... | ... | |
| 83 | 0 1 2 | 0 1 8 | 286 | 0 3 7 | 0 4 10 | ... | ... | ... | |
| 97 | 0 1 4 | 0 1 11 | 300 | 0 3 9 | 0 5 1 | ... | ... | ... | |
| 100 | 0 1 4 | 0 1 11 | 303 | 0 3 9 | 0 5 1 | ... | ... | ... | |
| 102 | 0 1 4 | 0 2 0 | 305 | 0 3 10 | 0 5 1 | ... | ... | ... | |
| 108 | 0 1 5 | 0 2 1 | 311 | 0 3 10 | 0 5 2 | ... | ... | ... | |
| 119 | 0 1 7 | 0 2 3 | 322 | 0 3 11 | 0 5 4 | ... | ... | ... | |
| 127 | 0 1 8 | 0 2 5 | 330 | 0 4 0 | 0 5 5 | ... | ... | ... | |
| 139 | 0 1 10 | 0 2 7 | 342 | 0 4 2 | 0 5 7 | ... | ... | ... | |
| 149 | 0 1 11 | 0 2 9 | 352 | 0 4 3 | 0 5 8 | ... | ... | ... | |
| 158 | 0 2 0 | 0 2 10 | 361 | 0 4 4 | 0 5 9 | ... | ... | ... | |
| 165 | 0 2 1 | 0 2 11 | 368 | 0 4 5 | 0 5 10 | ... | ... | ... | |
| 174 | 0 2 2 | 0 3 1 | 377 | 0 4 6 | 0 6 0 | ... | ... | ... | |
| 182 | 0 2 3 | 0 3 2 | 385 | 0 4 6 | 0 6 1 | ... | ... | ... | |
| 189 | 0 2 4 | 0 3 3 | 392 | 0 4 7 | 0 6 2 | ... | ... | ... | |
| 200 | 0 2 5 | 0 3 5 | 403 | 0 4 8 | 0 6 3 | ... | ... | ... | |
| 204 | 0 2 6 | 0 3 6 | 407 | 0 4 9 | 0 6 4 | ... | ... | ... | |
| 212 | 0 2 7 | 0 3 7 | 415 | 0 4 10 | 0 6 5 | ... | ... | ... | |
| 218 | 0 2 8 | 0 3 8 | 421 | 0 4 10 | 0 6 6 | ... | ... | ... | |
| 228 | 0 2 9 | 0 3 10 | 431 | 0 4 11 | 0 6 7 | ... | ... | ... | |

Miraj and Poona should be levied.

the M. S. M. Ry. transshipment charge of two pies per maund at Bezwada.

local break-of-gauge Junctions. Schedule "F" includes this transshipment charge.

| Stations. | Via Poona (a). | | | Via Hotgl (a). | | |
|----------------------------------|----------------|-----------|-----------|----------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Rajankunti †† ... | 634 | 0 6 4 | 0 8 5 | 456 | 0 4 11 | 0 6 6 |
| Yelahanka and via †† ... | 628 | 0 6 4 | 0 8 4 | 461 | 0 4 11 | 0 6 6 |
| Chinnekuntapalli ... | 564 | 0 5 9 | 0 7 8 | 368 | 0 4 2 | 0 5 5 |
| Muktapuram ... | 572 | 0 5 10 | 0 7 9 | 377 | 0 4 3 | 0 5 7 |
| Mudigubba ... | 576 | 0 5 11 | 0 7 10 | 381 | 0 4 3 | 0 5 7 |
| Malaka Vemala ... | 583 | 0 5 11 | 0 7 10 | 388 | 0 4 4 | 0 5 8 |
| Kalasamudram ... | 588 | 0 6 0 | 0 7 11 | 393 | 0 4 4 | 0 5 9 |
| Kadiri ... | 597 | 0 6 1 | 0 8 0 | 401 | 0 4 5 | 0 5 10 |
| Nallacheruvu ... | 603 | 0 6 1 | 0 8 1 | 408 | 0 4 6 | 0 5 11 |
| Tanakallu ... | 610 | 0 6 2 | 0 8 2 | 415 | 0 4 7 | 0 6 0 |
| Mullacalacheruvu ... | 620 | 0 6 3 | 0 8 3 | 424 | 0 4 7 | 0 6 1 |
| Battulapuram ... | 624 | 0 6 3 | 0 8 4 | 429 | 0 4 8 | 0 6 2 |
| Tummanamgutta ... | 630 | 0 6 4 | 0 8 5 | 434 | 0 4 8 | 0 6 3 |
| Kurabalakota ... | 639 | 0 6 5 | 0 8 6 | 444 | 0 4 9 | 0 6 4 |
| Madanapalle Road ... | 645 | 0 6 6 | 0 8 7 | 449 | 0 4 10 | 0 6 5 |
| Vayalpad ... | 649 | 0 6 6 | 0 8 7 | 454 | 0 4 10 | 0 6 5 |
| Chintaparti ... | 655 | 0 6 7 | 0 8 8 | 459 | 0 4 11 | 0 6 6 |
| Kalikiri ... | 662 | 0 6 7 | 0 8 9 | 466 | 0 5 0 | 0 6 7 |
| Piler ... | 671 | 0 6 8 | 0 8 10 | 475 | 0 5 1 | 0 6 8 |
| Pulicherla ... | 680 | 0 6 9 | 0 8 11 | 485 | 0 5 2 | 0 6 9 |
| Mangalampeta ... | 685 | 0 6 10 | 0 9 0 | 490 | 0 5 2 | 0 6 10 |
| Damalcheruvu ... | 692 | 0 6 10 | 0 9 1 | 496 | 0 5 3 | 0 6 11 |
| Pakala ... | 696 | 0 6 11 | 0 9 2 | 501 | 0 5 3 | 0 7 0 |
| Katpadi ... | 737 | ... | ... | 541 | ... | ... |
| Bommasamudram ... | 729 | 0 7 2 | 0 9 6 | 534 | 0 5 6 | 0 7 4 |
| Rampuram ... | 725 | 0 7 2 | 0 9 5 | 530 | 0 5 6 | 0 7 3 |
| Chittoor ... | 715 | 0 7 1 | 0 9 4 | 519 | 0 5 5 | 0 7 2 |
| Putalapattu ... | 706 | 0 7 0 | 0 9 3 | 510 | 0 5 4 | 0 7 1 |
| Panapakam ... | 704 | 0 6 11 | 0 9 7 | 508 | 0 5 4 | 0 7 0 |
| Chandragiri ... | 698 | 0 6 11 | 0 9 6 | 503 | 0 5 3 | 0 7 4 |
| Tirupati West ... | 692 | 0 6 10 | 0 9 5 | 497 | 0 5 3 | 0 7 3 |
| Renigunta ... | ... | ... | ... | ... | ... | See |
| Yerpedu ... | 690 | 0 6 10 | 0 9 5 | 495 | 0 5 3 | 0 7 3 |
| Kalahasti ... | 699 | 0 6 11 | 0 9 6 | 504 | 0 5 3 | 0 7 4 |
| Yallakuru ... | 706 | 0 7 0 | 0 9 7 | 511 | 0 5 4 | 0 7 5 |
| Venkatagiri ... | 714 | 0 7 0 | 0 9 8 | 519 | 0 5 5 | 0 7 2 |
| Vendodu ... | 725 | 0 7 1 | 0 9 9 | 529 | 0 5 6 | 0 7 7 |
| Gudur ... | ... | ... | ... | ... | ... | ... |
| Dudh Sagar ‡ ... | ... | ... | ... | ... | ... | ... |
| W. I. P. Ry.— | ... | ... | ... | ... | ... | ... |
| Collem (c) ... | 324 | 0 3 9 | 0 4 11 | 313 | 0 3 7 | 0 4 9 |
| Kalay (c) ... | 330 | 0 3 9 | 0 5 0 | 319 | 0 3 8 | 0 4 10 |
| Sanvordem Curchorem (c), (z) ... | 336 | 0 3 10 | 0 5 1 | 325 | 0 3 9 | 0 4 11 |
| Chandorgoa ... | 340 | 0 3 10 | 0 5 1 | 329 | 0 3 9 | 0 5 0 |
| Margao (c) ... | 345 | 0 3 11 | 0 5 2 | 334 | 0 3 10 | 0 5 0 |
| Majorda (c) ... | 350 | 0 4 0 | 0 5 3 | 339 | 0 3 10 | 0 5 1 |
| Cansaulim (c) ... | 352 | 0 4 0 | 0 5 3 | 341 | 0 3 11 | 0 5 1 |
| Dabolim (c) ... | 357 | 0 4 0 | 0 5 4 | 346 | 0 3 11 | 0 5 2 |
| Vasco-da-Gama (c) ... | 360 | 0 4 1 | 0 5 4 | 349 | 0 3 11 | 0 5 3 |
| Mormugao Hr. §§ ... | 362 | 0 4 1 | 0 5 5 | 351 | 0 4 0 | 0 5 3 |

(a) In addition to these rates the M. S. M. Ry. transhipment charge of one pie per maund at

(b) These rates include the Krishna Bridge toll charge of 3 pies per maund but do not include the

(c) A charge of one pie per maund is levied in addition to rates to the stations situated on the

(Z) A wharf due of Re. 0-4-0 per maund is leviable in addition.

† This rate does not apply to traffic to stations on the Mysore Railways booked via Yelahanka.

‡ Closed.

†† See note † on page 880.

§§ The wharf dues of Re. 0-1-0 per maund should be added to the rates to Mormugao Hr.

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry.

| Via Ralchur. | | | Via Bezwada. (b) | | | Via Miraj (a). | | | Remarks. |
|--------------|--------------|-----------|------------------|-----------|-----------|----------------|-----------|-----------|----------|
| Miles | D | F | Miles | D | F | Miles | D | F | |
| | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. | |
| 236 | 0 2 10 | 0 3 11 | 439 | 0 5 0 | 0 6 8 | ... | ... | ... | |
| 241 | 0 2 11 | 0 4 0 | 444 | 0 5 0† | 0 6 9† | ... | ... | ... | |
| 148 | 0 1 11 | 0 2 9 | 351 | 0 4 3 | 0 5 8 | ... | ... | ... | |
| 157 | 0 2 0 | 0 2 10 | 360 | 0 4 4 | 0 5 9 | ... | ... | ... | |
| 161 | 0 2 1 | 0 2 11 | 364 | 0 4 4 | 0 5 10 | ... | ... | ... | |
| 168 | 0 2 1 | 0 3 0 | 371 | 0 4 5 | 0 5 11 | ... | ... | ... | |
| 173 | 0 2 2 | 0 3 1 | ... | ... | ... | ... | ... | ... | |
| 181 | 0 2 3 | 0 3 2 | ... | ... | ... | ... | ... | ... | |
| 188 | 0 2 4 | 0 3 3 | ... | ... | ... | ... | ... | ... | |
| 195 | 0 2 5 | 0 3 4 | ... | ... | ... | ... | ... | ... | |
| 204 | 0 2 6 | 0 3 6 | ... | ... | ... | ... | ... | ... | |
| 209 | 0 2 7 | 0 3 7 | ... | ... | ... | ... | ... | ... | |
| 214 | 0 2 7 | 0 3 7 | ... | ... | ... | ... | ... | ... | |
| 224 | 0 2 8 | 0 3 9 | ... | ... | ... | ... | ... | ... | |
| 229 | 0 2 9 | 0 3 10 | ... | ... | ... | ... | ... | ... | |
| 234 | 0 2 10 | 0 3 11 | ... | ... | ... | ... | ... | ... | |
| 239 | 0 2 10 | 0 3 11 | ... | ... | ... | ... | ... | ... | |
| 246 | 0 2 11 | 0 4 1 | ... | ... | ... | ... | ... | ... | |
| 255 | 0 3 0 | 0 4 2 | ... | ... | ... | ... | ... | ... | |
| 265 | 0 3 2 | 0 4 4 | ... | ... | ... | ... | ... | ... | |
| 269 | 0 3 2 | 0 4 4 | ... | ... | ... | ... | ... | ... | |
| 276 | 0 3 3 | 0 4 6 | ... | ... | ... | ... | ... | ... | |
| 281 | 0 3 4 | 0 4 6 | ... | ... | ... | ... | ... | ... | |
| 319 | ... | ... | ... | ... | ... | ... | ... | ... | |
| 314 | 0 3 8 | 0 5 0 | ... | ... | ... | ... | ... | ... | |
| 310 | 0 3 7 | 0 4 11 | ... | ... | ... | ... | ... | ... | |
| 299 | 0 3 6 | 0 4 9 | ... | ... | ... | ... | ... | ... | |
| 290 | 0 3 5 | 0 4 8 | ... | ... | ... | ... | ... | ... | |
| 288 | 0 3 4 | 0 4 8 | ... | ... | ... | ... | ... | ... | |
| 281 | 0 3 4 | 0 4 6 | ... | ... | ... | ... | ... | ... | |
| 275 | 0 3 3 | 0 4 5 | ... | ... | ... | ... | ... | ... | |
| under | Broad Gauge. | | | | | | | | |
| 273 | 0 3 3 | 0 4 5 | ... | ... | ... | ... | ... | ... | |
| 282 | 0 3 4 | 0 4 7 | ... | ... | ... | ... | ... | ... | |
| 289 | 0 3 5 | 0 4 8 | ... | ... | ... | ... | ... | ... | |
| 297 | 0 3 6 | 0 4 9 | ... | ... | ... | ... | ... | ... | |
| 307 | 0 3 7 | 0 4 11 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 340 | 0 3 10 | 0 5 3 | 543 | 0 5 10 | 0 7 9 | 165 | 0 2 1 | 0 2 9 | |
| 346 | 0 3 11 | 0 5 4 | 549 | 0 5 11 | 0 7 9 | 171 | 0 2 2 | 0 2 10 | |
| 352 | 0 4 0 | 0 5 5 | 555 | 0 6 0 | 0 7 10 | 177 | 0 2 3 | 0 2 11 | |
| 356 | 0 4 0 | 0 5 6 | 559 | 0 6 0 | 0 7 10 | 181 | 0 2 3 | 0 3 0 | |
| 361 | 0 4 1 | 0 5 6 | 564 | 0 6 0 | 0 7 11 | 186 | 0 2 4 | 0 3 1 | |
| 366 | 0 4 1 | 0 5 7 | 569 | 0 6 1 | 0 8 0 | 191 | 0 2 4 | 0 3 2 | |
| 368 | 0 4 2 | 0 5 7 | 571 | 0 6 1 | 0 8 0 | 193 | 0 2 5 | 0 3 2 | |
| 373 | 0 4 2 | 0 5 8 | 576 | 0 6 2 | 0 8 1 | 198 | 0 2 5 | 0 3 3 | |
| 376 | 0 4 2 | 0 5 9 | 579 | 0 6 2 | 0 8 1 | 201 | 0 2 6 | 0 3 3 | |
| 378 | 0 4 3 | 0 5 9 | 581 | 0 6 2 | 0 8 1 | ... | ... | ... | |

Hotl. Miraj and Poona should be levied.

M. S. M. Ry. transhipment charge of two pies per maund at Bezwada.

W. I. P. Ry. except Mormugao Harbour (i. e., Collem to Vasco-da-Gama stations).

local break-of gauge Junction. Schedule "F" includes this transhipment charge.

(c) The following are the rates per maund for Coal, Coke and Patent Fuel from *via Raichur* to the undermentioned stations by the direct Broad-gauge route, *via Arkonam*:-

| Stations. | Miles. | Rate per maund. | | Stations. | Miles. | Rate per maund. | |
|-------------------|--------|-----------------|--------------|-----------------------------------------|--------|-----------------|--------------|
| | | Railway coal. | Public coal. | | | Railway coal. | Public coal. |
| | | Rs. a. p. | Rs. a. p. | | | Rs. a. p. | Rs. a. p. |
| Tiruvalem ... | 339 | 0 3 10 | 0 5 1 | Mulanur ... | 416 | 0 4 7 | 0 6 0 |
| Katpadi ... | 346 | 0 3 11 | 0 5 2 | Kuppam ... | 422 | 0 4 7 | 0 6 1 |
| Via Katpadi ‡ | 346 | 0 4 1 | 0 5 4 | Gudupulli ... | 428 | 0 4 8 | 0 6 2 |
| Latteri ... | 351 | 0 4 0 | 0 5 3 | Bisanattar ... | 432 | 0 4 8 | 0 6 2 |
| Virinchipuram ... | 354 | 0 4 0 | 0 5 3 | Kamasasamudram ... | 436 | 0 4 9 | 0 6 3 |
| Kavanur ... | 358 | 0 4 0 | 0 5 5 | Bowringpet and via (for K.G. F. Ry.) | 443 | 0 4 9 | 0 6 4 |
| Melalathur ... | 364 | 0 4 1 | 0 5 5 | Via Bowringpet ‡ | 443 | 0 4 11 | 0 6 6 |
| Gudiyattam ... | 362 | 0 4 1 | 0 5 4 | Tyakkal ... | 451 | 0 4 10 | 0 6 5 |
| Valathoor ... | 368 | 0 4 2 | 0 5 5 | Malur ... | 460 | 0 4 11 | 0 6 6 |
| Mailpatti ... | 371 | 0 4 2 | 0 5 6 | Devangonthi ... | 468 | 0 5 0 | 0 6 7 |
| Ambur ... | 379 | 0 4 3 | 0 5 7 | Whitefield ... | 473 | 0 5 0 | 0 6 8 |
| Vimamangalam ... | 383 | 0 4 3 | 0 5 8 | Krishnarajapuram ... | 478 | 0 5 1 | 0 6 8 |
| Vaniyambadi ... | 389 | 0 4 4 | 0 5 8 | Bangalore Cant. ... | 487 | 0 5 2 | 0 6 10 |
| Kettandapatti ... | 394 | 0 4 4 | 0 5 9 | Bangalore City ... | 487 | 0 5 2 | 0 6 10 |
| Jalarpet ... | 398 | 0 4 5 | 0 5 10 | Via Bangalore City ‡ | 487 | 0 5 4 | 0 7 0 |
| Via Jalarpet ... | 398 | 0 4 5 | 0 5 10 | | | | |
| Patchur ... | 408 | 0 4 6 | 0 5 11 | | | | |

‡ These rates include the trainshipment charge leviable at these Junctions.

Coal rates (Schedule D and Schedule F) per maund between *via* Gudur, and *via* Madras, and the undermentioned stations on the Madras and Southern Mahratta Railway for through booking with Foreign Railways :—

| Stations. | Via Gudur. (A) | | | Via Madras.* | | |
|---------------------------------|----------------|-----------|-----------|--------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Broad Gauge. | | | | | | |
| Madras | ... | ... | ... | ... | ... | ... |
| Villivakkam | ... | ... | ... | 6 | 0 0 2 | 0 0 2 |
| Ambattur | ... | ... | ... | 10 | 0 0 2 | 0 0 2 |
| Avadi | ... | ... | ... | 14 | 0 0 2 | 0 0 3 |
| Tinnanur | ... | ... | ... | 18 | 0 0 3 | 0 0 4 |
| Sevvapet Road | ... | ... | ... | 23 | 0 0 4 | 0 0 5 |
| Trivellore | 110 | 0 1 6 | 0 2 1 | 26 | 0 0 4 | 0 0 6 |
| Kadambattur | 107 | 0 1 5 | 0 2 1 | 30 | 0 0 5 | 0 0 7 |
| Thiruvallangadu | 100 | 0 1 4 | 0 1 11 | 37 | 0 0 6 | 0 0 8 |
| Arkonam | 94 | 0 1 3 | 0 1 10 | 43 | 0 0 7 | 0 0 10 |
| Via Arkonam † | 94 | 0 1 7 | 0 2 0 | 43 | 0 0 9 | 0 1 0 |
| Ichchiputtur §§ | ... | ... | ... | ... | ... | ... |
| Tiruttani | 86 | 0 1 2 | 0 1 9 | 51 | 0 0 9 | 0 0 11 |
| Ponpadi | 81 | 0 1 1 | 0 1 8 | 55 | 0 0 9 | 0 1 0 |
| Nagari | 77 | 0 1 1 | 0 1 7 | 60 | 0 0 10 | 0 1 1 |
| Vepagunta | 71 | 0 1 0 | 0 1 6 | 65 | 0 0 11 | 0 1 2 |
| Puttur | 67 | 0 0 11 | 0 1 5 | 70 | 0 1 0 | 0 1 4 |
| Taduku | 63 | ... | ... | 74 | ... | ... |
| Pudi | 58 | 0 0 10 | 0 1 3 | 78 | 0 1 1 | 0 1 5 |
| Renigunta | 52 | 0 0 9 | 0 1 0 | 84 | 0 1 2 | 0 1 6 |
| Mamanduru | 61 | 0 0 10 | 0 1 4 | 93 | 0 1 3 | 0 1 8 |
| Settigunta | 72 | 0 1 0 | 0 1 6 | 104 | 0 1 5 | 0 1 10 |
| Koduru | 78 | 0 1 1 | 0 1 7 | 110 | 0 1 6 | 0 1 11 |
| Anantaram | 82 | 0 1 2 | 0 1 8 | 114 | 0 1 6 | 0 2 0 |
| Urampadu | 86 | 0 1 2 | 0 1 9 | 118 | 0 1 7 | 0 2 1 |
| Reddipalle | 91 | 0 1 3 | 0 1 10 | 122 | 0 1 7 | 0 2 2 |
| Razampeta | 99 | 0 1 4 | 0 1 11 | 130 | 0 1 8 | 0 2 3 |
| Goody-Nandalur Section.— | | | | | | |
| Nandalur | 106 | 0 1 5 | 0 2 1 | 137 | 0 1 9 | 0 2 4 |
| Mantapampalle | 110 | 0 1 6 | 0 2 1 | 141 | 0 1 10 | 0 2 5 |
| Vontimitta | 116 | 0 1 6 | 0 2 2 | 118 | 0 1 11 | 0 2 7 |
| Sihout | 124 | 0 1 8 | 0 2 4 | 156 | 0 2 0 | 0 2 8 |
| Cuddapah | 130 | 0 1 8 | 0 2 5 | 162 | 0 2 1 | 0 2 9 |
| Krishnapuram | 135 | 0 1 9 | 0 2 6 | 167 | 0 2 1 | 0 2 10 |
| Gangayapalle | 141 | 0 1 10 | 0 2 7 | 172 | 0 2 2 | 0 2 11 |
| Kamalapuram | 145 | 0 1 11 | 0 2 8 | 177 | 0 2 3 | 0 2 11 |
| Yerragudipad | 149 | 0 1 11 | 0 2 9 | 181 | 0 2 3 | 0 3 0 |
| Yerraguntal | 154 | 0 2 0 | 0 2 10 | 186 | 0 2 4 | 0 3 1 |
| Kalamalla | 159 | 0 2 0 | 0 2 10 | 191 | 0 2 4 | 0 3 2 |
| Muddanuru | 165 | 0 2 1 | 0 2 11 | 196 | 0 2 5 | 0 3 2 |

(A) These rates do not include the M. S. M. Ry. transhipment charge of two pies per maund at Gudur.*

† These rates include the transhipment charge leviable at these Junctions.

§§ Not open for through booking.

Note.—Schedule "D" rate does not include the M. S. M. Ry. transhipment charge leviable at M. S. M. Ry. break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Gudur. (A) | | | Via Madras. | | |
|---------------------------------|----------------|-----------|-----------|-------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Gooty-Nandalur Section.— | | | | | | |
| Mangapatnam ... | 174 | 0 2 2 | 0 3 1 | 205 | 0 2 6 | 0 3 4 |
| Kondapuram ... | 179 | 0 2 3 | 0 3 2 | 211 | 0 2 7 | 0 3 5 |
| Regadipalli ... | 184 | 0 2 3 | 0 3 2 | 216 | 0 2 7 | 0 3 6 |
| Vanaganur ... | 189 | 0 2 4 | 0 3 3 | 220 | 0 2 8 | 0 3 6 |
| Tadpatri ... | 197 | 0 2 5 | 0 3 5 | 228 | 0 2 9 | 0 3 8 |
| Juturu ... | 204 | 0 2 6 | 0 3 6 | 236 | 0 2 10 | 0 3 9 |
| Rayalcheruvu ... | 212 | 0 2 7 | 0 3 7 | 243 | 0 2 11 | 0 3 10 |
| Jakkalacheruvu ... | 219 | 0 2 8 | 0 3 8 | 251 | 0 3 0 | 0 3 11 |
| Gooty ... | 226 | 0 2 9 | 0 3 9 | 258 | 0 3 1 | 0 4 1 |
| Patakottacheru ... | 233 | 0 2 10 | 0 3 11 | 265 | 0 3 2 | 0 4 2 |
| Timmanacherla ... | 242 | 0 2 11 | 0 4 0 | 274 | 0 3 3 | 0 4 3 |
| Guntakal ... | 244 | 0 2 11 | 0 4 0 | 276 | 0 3 3 | 0 4 4 |
| Nancherla ... | 250 | 0 3 0 | 0 4 1 | 281 | 0 3 4 | 0 4 4 |
| Molagavalli ... | 257 | 0 3 1 | 0 4 2 | 288 | 0 3 4 | 0 4 6 |
| Aspari ... | 264 | 0 3 1 | 0 4 4 | 295 | 0 3 5 | 0 4 7 |
| Nagarur ... | 270 | 0 3 2 | 0 4 5 | 302 | 0 3 6 | 0 4 8 |
| Adoni ... | 276 | 0 3 3 | 0 4 6 | 308 | 0 3 7 | 0 4 9 |
| Kupgal ... | 285 | 0 3 4 | 0 4 7 | 317 | 0 3 8 | 0 4 10 |
| Kosgi ... | 294 | 0 3 5 | 0 4 9 | 325 | 0 3 9 | 0 4 11 |
| Yungabhadra River ... | 302 | 0 3 6 | 0 4 10 | 333 | 0 3 10 | 0 5 0 |
| Matmari ... | 309 | 0 3 7 | 0 4 11 | 340 | 0 3 10 | 0 5 1 |
| Raichur ... | 319 | 0 3 8 | 0 5 0 | 351 | 0 4 0 | 0 5 3 |
| Munnal ... | 101 | 0 1 4 | 0 2 0 | 50 | 0 0 8 | 0 0 11 |
| Sholinghur ... | 107 | 0 1 5 | 0 2 1 | 56 | 0 0 9 | 0 1 0 |
| Thalangi ... | 110 | 0 1 6 | 0 2 1 | 59 | 0 0 10 | 0 1 1 |
| Walajah Road ... | 116 | 0 1 6 | 0 2 2 | 66 | 0 0 11 | 0 1 3 |
| Ranipet ... | 120 | 0 1 7 | 0 2 3 | 69 | 0 1 0 | 0 1 3 |
| Tiruvalam ... | 124 | 0 1 8 | 0 2 4 | 74 | 0 1 0 | 0 1 4 |
| Katpadi (c) ... | 123 | 0 1 7 | 0 2 2 | 81 | 0 1 1 | 0 1 6 |
| Via Katpadi (c) ... | | | | 81 | 0 1 3† | 0 1 8† |
| Latteri ... | 128 | 0 1 8 | 0 2 5 | 86 | 0 1 2 | 0 1 7 |
| Virinchipuram ... | 132 | 0 1 9 | 0 2 5 | 89 | 0 1 3 | 0 1 7 |
| Kavanur ... | 135 | 0 1 9 | 0 2 6 | 92 | 0 1 3 | 0 1 8 |
| Gudiyattam ... | 139 | 0 1 10 | 0 2 7 | 96 | 0 1 4 | 0 1 9 |
| Melalathur ... | 142 | 0 1 10 | 0 2 7 | 99 | 0 1 4 | 0 1 9 |
| Valathoor ... | 145 | 0 1 11 | 0 2 8 | 102 | 0 1 4 | 0 1 10 |
| Mailpatti ... | 149 | 0 1 11 | 0 2 9 | 106 | 0 1 5 | 0 1 11 |
| Ambur ... | 156 | 0 2 0 | 0 2 10 | 113 | 0 1 6 | 0 2 0 |
| Vinnamangalam ... | 161 | 0 2 1 | 0 2 11 | 118 | 0 1 7 | 0 2 1 |
| Vaniyambadi ... | 166 | 0 2 1 | 0 3 0 | 123 | 0 1 7 | 0 2 2 |
| Kettandapatti ... | 171 | 0 2 2 | 0 3 0 | 128 | 0 1 8 | 0 2 3 |
| Jalarpet ... | 176 | 0 2 2 | 0 3 1 | 133 | 0 1 9 | 0 2 4 |
| Via Jalarpet ... | 176 | 0 2 2 | 0 3 1 | 133 | 0 1 9 | 0 2 4\|\| |
| Patchur ... | 186 | 0 2 4 | 0 3 3 | 143 | 0 1 10 | 0 2 6 |
| Mulanur ... | 193 | 0 2 5 | 0 3 4 | 150 | 0 1 11 | 0 2 7 |

(A) These rates do not include the M. S. M. Ry. transhipment charge of two ples per maund at Gudur.

(c) Coal, Coke and Patent Fuel in full wagon loads., O. R., L., from via Gudur (for traffic from via Waltair) to Katpadi and via is charged at a reduced special rate.

† These rates include the transhipment charge leviable at these Junctions.

|| Coal, Coke and Patent Fuel from Via Madras to via Jalarpet (for traffic to Coimbatore and Madurakal) are charged at the special rate of Re. 0-2-1 per maund over the M. S. M. Ry., vide paragraph 36.

Note.—Schedule "D" rate does not include the transhipment charge leviable at the M. S. M. Ry. local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Gudur. (A) | | | Via Madras. | | |
|-------------------------------------|----------------|-----------|-----------|-------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Kuppam | 199 | 0 2 5 | 0 3 5 | 157 | 0 2 0 | 0 2 8 |
| Gudupalli | 206 | 0 2 6 | 0 3 6 | 163 | 0 2 1 | 0 2 9 |
| Bisanattam | 209 | 0 2 7 | 0 3 7 | 166 | 0 2 1 | 0 2 10 |
| Kamasamudram | 213 | 0 2 7 | 0 3 7 | 171 | 0 2 2 | 0 2 10 |
| Bowlingpet & via (for K. G. F. Ry.) | 221 | 0 2 8 | 0 3 9 | 178 | 0 2 3 | 0 2 11 |
| Via Bowlingpet ‡ | 221 | 0 3 0 | 0 3 11 | 178 | 0 2 5† | 0 3 1† |
| Tyakal | 228 | 0 2 9 | 0 3 10 | 186 | 0 2 4 | 0 3 1 |
| Malur | 238 | 0 2 10 | 0 3 11 | 195 | 0 2 5 | 0 3 2 |
| Devangonthi | 245 | 0 2 11 | 0 4 0 | 203 | 0 2 6 | 0 3 4 |
| Whitefield | 250 | 0 3 0 | 0 4 1 | 207 | 0 2 6 | 0 3 4 |
| Krishnarajapuram | 256 | 0 3 0 | 0 4 2 | 213 | 0 2 7 | 0 3 5 |
| Bangalore Cant. | 264 | 0 3 1 | 0 4 4 | 222 | 0 2 8 | 0 3 7 |
| Bangalore City | 264 | 0 3 1 | 0 4 4 | 222 | 0 2 8 | 0 3 7 |
| Via Bangalore City ‡ | 264 | 0 3 5 | 0 4 6 | 222 | 0 2 10 | 0 3 9 |
| Metre Gauge. | | | | | | |
| Castle Rock | 475 | 0 5 1 | 0 7 0 | 507 | 0 5 4 | 0 7 2 |
| Tinal Ghat | 467 | 0 5 0 | 0 6 11 | 499 | 0 5 3 | 0 7 1 |
| Londa | 460 | 0 4 11 | 0 6 10 | 492 | 0 5 2 | 0 7 0 |
| Devarayi | 452 | 0 4 10 | 0 6 9 | 484 | 0 5 1 | 0 6 11 |
| Nagargali | 448 | 0 4 10 | 0 6 8 | 480 | 0 5 1 | 0 6 11 |
| Tavargatti | 445 | 0 4 10 | 0 6 8 | 477 | 0 5 1 | 0 6 10 |
| Alnavar | 439 | 0 4 9 | 0 6 7 | 471 | 0 5 0 | 0 6 10 |
| Kambarganvi | 432 | 0 4 8 | 0 6 6 | 464 | 0 4 11 | 0 6 9 |
| Mugad | 425 | 0 4 8 | 0 6 5 | 457 | 0 4 11 | 0 6 8 |
| Dharwar | 416 | 0 4 7 | 0 6 4 | 448 | 0 4 10 | 0 6 6 |
| Amargol | 409 | 0 4 6 | 0 6 3 | 441 | 0 4 9 | 0 6 6 |
| Hubli | 404 | 0 4 5 | 0 6 3 | 436 | 0 4 9 | 0 6 5 |
| Kusugall | 397 | 0 4 5 | 0 6 2 | 429 | 0 4 8 | 0 6 4 |
| Dundur | 392 | 0 4 4 | 0 6 1 | 424 | 0 4 7 | 0 6 3 |
| Annigeri | 382 | 0 4 3 | 0 5 11 | 414 | 0 4 6 | 0 6 2 |
| Halkoti | 376 | 0 4 2 | 0 5 11 | 408 | 0 4 6 | 0 6 1 |
| Gadag | 368 | 0 4 2 | 0 5 9 | 400 | 0 4 5 | 0 6 0 |
| Harlapur | 357 | 0 4 0 | 0 5 8 | 389 | 0 4 4 | 0 5 10 |
| Banni Koppa | 346 | 0 3 11 | 0 5 6 | 378 | 0 4 3 | 0 5 9 |
| Bhanapur | 340 | 0 3 10 | 0 5 5 | 372 | 0 4 2 | 0 5 8 |
| Kopbal | 332 | 0 3 10 | 0 5 4 | 364 | 0 4 1 | 0 5 7 |
| Ginigera | 325 | 0 3 9 | 0 5 3 | 357 | 0 4 0 | 0 5 6 |
| Munirabad | 319 | 0 3 8 | 0 5 2 | 351 | 0 4 0 | 0 5 5 |
| Hospet | 315 | 0 3 8 | 0 5 2 | 347 | 0 3 11 | 0 5 4 |
| Mariyamanahalli | 329 | 0 3 9 | 0 5 4 | 361 | 0 4 1 | 0 5 6 |
| Ramandrug | 333 | 0 3 10 | 0 5 4 | 365 | 0 4 1 | 0 5 7 |
| Hampapatnam | 336 | 0 3 10 | 0 5 5 | 368 | 0 4 2 | 0 5 7 |
| Kanivihalli | 340 | 0 3 10 | 0 5 5 | 372 | 0 4 2 | 0 5 8 |
| Samahalli | 352 | 0 4 0 | 0 5 7 | 384 | 0 4 3 | 0 5 10 |

(A) These rates do not include the M. S. M. Ry. transhipment charge of two pies per maund at Gudur.

‡ This rate does not apply to traffic to Mysore Railways stations Avatihalli to Bangalore City.

† These rates include the transhipment charge leviable at these Junctions.

Note.—Schedule "D" rate does not include the M. S. M. Ry. transhipment charge leviable at M. S. M. Ry. local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | | Via Gudur. (A) | | | Via Madras. | | |
|--------------------|-----|----------------|------------------------|-----------|-------------|-----------|-----------|
| | | Miles. | D | F | Miles. | D | F |
| Metre Gauge. | | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Hagaribommanahalli | ... | 342 | 0 3 11 | 0 5 6 | 374 | 0 4 2 | 0 5 8 |
| Malavi | ... | 346 | 0 3 11 | 0 5 6 | 378 | 0 4 3 | 0 5 9 |
| Bevuru | ... | 354 | 0 4 0 | 0 5 7 | 386 | 0 4 4 | 0 5 10 |
| Kottur | ... | 358 | 0 4 0 | 0 5 8 | 390 | 0 4 4 | 0 5 11 |
| Papinyakanahalli | ... | 307 | 0 3 7 | 0 5 1 | 339 | 0 3 10 | 0 5 3 |
| Gadiganuru | ... | 299 | 0 3 6 | 0 4 11 | 331 | 0 3 9 | 0 5 2 |
| Toranagallu | ... | 295 | 0 3 5 | 0 4 11 | 327 | 0 3 9 | 0 5 1 |
| Daroji | ... | 293 | 0 3 5 | 0 4 10 | 325 | 0 3 9 | 0 5 1 |
| Kudatini | ... | 287 | 0 3 4 | 0 4 9 | 319 | 0 3 8 | 0 5 0 |
| Bellary | ... | 275 | 0 3 3 | 0 4 7 | 307 | 0 3 7 | 0 4 11 |
| Oblapuram | ... | 284 | 0 3 4 | 0 4 9 | 316 | 0 3 8 | 0 5 0 |
| Pulakurthi | ... | 290 | 0 3 5 | 0 4 10 | 322 | 0 3 8 | 0 5 1 |
| Somalapuram | ... | 294 | 0 3 5 | 0 4 11 | 326 | 0 3 9 | 0 5 1 |
| Badanahalu | ... | 299 | 0 3 6 | 0 4 11 | 331 | 0 3 9 | 0 5 2 |
| Rayadrug | ... | 308 | 0 3 7 | 0 5 1 | 340 | 0 3 10 | 0 5 3 |
| Hagari | ... | 266 | 0 3 2 | 0 4 6 | 298 | 0 3 6 | 0 4 9 |
| Virapur | ... | 261 | 0 3 1 | 0 4 5 | 293 | 0 3 5 | 0 4 8 |
| Baivanhal | ... | 255 | 0 3 0 | 0 4 4 | 287 | 0 3 4 | 0 4 7 |
| Bantanahal | ... | 251 | 0 3 0 | 0 4 3 | 283 | 0 3 4 | 0 4 7 |
| Guntakal | ... | ... | See under Broad Gauge. | | | | |
| Maddikera | ... | 252 | 0 3 0 | 0 4 4 | 284 | 0 3 4 | 0 4 7 |
| Tuggali | ... | 261 | 0 3 1 | 0 4 5 | 293 | 0 3 5 | 0 4 8 |
| Pendekallu | ... | 271 | 0 3 2 | 0 4 7 | 303 | 0 3 6 | 0 4 10 |
| Malliyala | ... | 281 | 0 3 4 | 0 4 8 | 313 | 0 3 7 | 0 4 11 |
| Dronachellam | ... | 287 | 0 3 4 | 0 4 9 | 319 | 0 3 8 | 0 5 0 |
| Malkapuram | ... | 295 | 0 3 5 | 0 4 11 | 327 | 0 3 9 | 0 5 1 |
| Rungapuram | ... | 303 | 0 3 6 | 0 5 0 | 336 | 0 3 10 | 0 5 3 |
| Betamcherla | ... | 310 | 0 3 7 | 0 5 1 | 342 | 0 3 11 | 0 5 4 |
| Bugganipalle | ... | 313 | 0 3 7 | 0 5 1 | 345 | 0 3 11 | 0 5 4 |
| Panyam | ... | 326 | 0 3 9 | 0 5 3 | 358 | 0 4 0 | 0 5 6 |
| Nandyal | ... | 335 | 0 3 10 | 0 5 5 | 367 | 0 4 1 | 0 5 7 |
| Gazulapalli | ... | ... | ... | ... | 376 | 0 4 2 | 0 5 9 |
| Chelama | ... | ... | ... | ... | 387 | 0 4 4 | 0 5 10 |
| Diguvametta | ... | ... | ... | ... | 398 | ... | ... |
| Giddalur | ... | ... | ... | ... | 391 | ... | ... |
| Somidevipalli | ... | ... | ... | ... | ... | ... | ... |
| Cumbum | ... | ... | ... | ... | ... | ... | ... |
| Tarlupadu | ... | ... | ... | ... | ... | ... | ... |
| Markapur Road | ... | ... | ... | ... | ... | ... | ... |
| Gajjalakonda | ... | ... | ... | ... | ... | ... | ... |
| Donakonda | ... | ... | ... | ... | ... | ... | ... |
| Kurichedu | ... | ... | ... | ... | ... | ... | ... |
| Gundiakamma | ... | ... | ... | ... | ... | ... | ... |
| Vinukonda | ... | ... | ... | ... | ... | ... | ... |
| Savalyapuram | ... | ... | ... | ... | ... | ... | ... |
| Santamagulur | ... | ... | ... | ... | ... | ... | ... |
| Munumaka | ... | ... | ... | ... | ... | ... | ... |
| Narasaravupet | ... | ... | ... | ... | ... | ... | ... |
| Satulur | ... | ... | ... | ... | ... | ... | ... |

(A) These rates do not include the M. S. M. Ry. transhipment charge of two pies per maund at Gudur.

Note.—Schedule "D" rate does not include the transhipment charge leviable at the M. S. M. Ry. local break-of-gauge junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Gudur. (A) | | | Via Madras. | | |
|--------------------|----------------|-----------|-----------|-------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | | | | | |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Phirangipuram ... | ... | ... | ... | ... | ... | ... |
| Perecheria ... | ... | ... | ... | ... | ... | ... |
| Sattenapalle ... | ... | ... | ... | ... | ... | ... |
| Guntur ... | ... | ... | ... | ... | ... | ... |
| Nambur ... | ... | ... | ... | ... | ... | ... |
| Mangalagiri ... | ... | ... | ... | ... | ... | ... |
| Tadepalle ... | ... | ... | ... | ... | ... | ... |
| Bezwada ... | ... | ... | ... | ... | ... | ... |
| Ramavarappudu ... | ... | ... | ... | ... | ... | ... |
| Nidamanuru ... | ... | ... | ... | ... | ... | ... |
| Uppaluru ... | ... | ... | ... | ... | ... | ... |
| Tarigoppulu ... | ... | ... | ... | ... | ... | ... |
| Indupalli ... | ... | ... | ... | ... | ... | ... |
| Dosapadu ... | ... | ... | ... | ... | ... | ... |
| Godivada ... | ... | ... | ... | ... | ... | ... |
| Nujella ... | ... | ... | ... | ... | ... | ... |
| Gudiavalleru ... | ... | ... | ... | ... | ... | ... |
| Kavutaram ... | ... | ... | ... | ... | ... | ... |
| Vadlamannadu ... | ... | ... | ... | ... | ... | ... |
| Pedana ... | ... | ... | ... | ... | ... | ... |
| Chilakalapudi ... | ... | ... | ... | ... | ... | ... |
| Masulipatam ... | ... | ... | ... | ... | ... | ... |
| Masulipatam Port † | ... | ... | ... | ... | ... | ... |
| Gunji ... | 469 | 0 5 0 | 0 6 11 | 501 | 0 5 3 | 0 7 2 |
| Khanapur ... | 476 | 0 5 1 | 0 7 0 | 508 | 0 5 4 | 0 7 2 |
| Desur ... | 485 | 0 5 2 | 0 7 1 | 517 | 0 5 5 | 0 7 4 |
| Belgaum ... | 492 | 0 5 2 | 0 7 2 | 524 | 0 5 5 | 0 7 5 |
| Sulebhavi ... | 502 | 0 5 3 | 0 7 4 | 534 | 0 5 6 | 0 7 6 |
| Suldhal ... | 509 | 0 5 4 | 0 7 5 | 541 | 0 5 7 | 0 7 7 |
| Pachhapur ... | 514 | 0 5 4 | 0 7 5 | 546 | 0 5 8 | 0 7 8 |
| Gokak Road ... | 524 | 0 5 5 | 0 7 7 | 556 | 0 5 9 | 0 7 9 |
| Hukeri Road ... | 528 | 0 5 6 | 0 7 7 | 560 | 0 5 9 | 0 7 9 |
| Bagewadi ... | 533 | 0 5 6 | 0 7 8 | 565 | 0 5 10 | 0 7 10 |
| Chikodi Road... | 537 | 0 5 7 | 0 7 8 | 569 | 0 5 10 | 0 7 11 |
| Raiba ? ... | 546 | 0 5 8 | 0 7 10 | 578 | 0 5 11 | 0 8 0 |
| Chinchli ... | 553 | 0 5 8 | 0 7 10 | 585 | 0 6 0 | 0 8 1 |
| Kudchi ... | 557 | 0 5 9 | 0 7 11 | 589 | 0 6 0 | 0 8 1 |
| Ugarkhurd ... | 561 | 0 5 9 | 0 8 0 | 593 | 0 6 0 | 0 8 2 |
| Shedbal ... | 567 | 0 5 10 | 0 8 0 | 599 | 0 6 1 | 0 8 3 |
| Miraj and via ... | 577 | 0 5 11 | 0 8 2 | 609 | 0 6 2 | 0 8 4 |
| Joysingpur ... | 585 | 0 6 0 | 0 8 3 | 617 | 0 6 3 | 0 8 5 |
| Hatkangale ... | 594 | 0 6 0 | 0 8 4 | 626 | 0 6 4 | 0 8 6 |
| Rukaldi ... | 598 | 0 6 1 | 0 8 4 | 630 | 0 6 4 | 0 8 7 |
| Kolhapur ... | 607 | 0 6 2 | 0 8 6 | 639 | 0 6 5 | 0 8 8 |
| Budhgaon ... | 583 | 0 5 11 | 0 8 2 | 615 | 0 6 3 | 0 8 5 |
| Bhilavadi ... | 593 | 0 6 0 | 0 8 4 | 625 | 0 6 4 | 0 8 6 |
| Kirloskarvadi ... | 601 | 0 6 1 | 0 8 5 | 638 | 0 6 4 | 0 8 7 |

(A) These rates do not include the M. S. M. Ry. transhipment charge of two pies per maund at Gudur.

† When traffic is booked from Masulipatam Port a haulage charge of two pies per maund is levied in addition to the rates to Masulipatam.

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry. local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Gudur. (A) | | | Via Madras. | | |
|----------------------------|----------------|-----------|-----------|-------------|-----------|-----------|
| | Miles. | Rs. a. p. | Rs. a. p. | Miles. | Rs. a. p. | Rs. a. p. |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Takari | 606 | 0 6 2 | 0 8 5 | 638 | 0 6 5 | 0 8 8 |
| Shenoli | 615 | 0 6 3 | 0 8 7 | 647 | 0 6 6 | 0 8 9 |
| Karad | 623 | 0 6 3 | 0 8 8 | 655 | 0 6 7 | 0 8 10 |
| Masur | 632 | 0 6 4 | 0 8 9 | 664 | 0 6 7 | 0 8 11 |
| Targaon | 640 | 0 6 5 | 0 8 10 | 672 | 0 6 8 | 0 9 0 |
| Rahimatpur | 646 | 0 6 6 | 0 8 11 | 678 | 0 6 9 | 0 9 1 |
| Koregaon | 653 | 0 6 6 | 0 9 0 | 685 | 0 6 10 | 0 9 2 |
| Satara Road | 659 | 0 6 7 | 0 9 1 | 691 | 0 6 10 | 0 9 3 |
| Wathar | 668 | 0 6 8 | 0 9 2 | 700 | 0 6 11 | 0 9 4 |
| Salpa | 679 | 0 6 9 | 0 9 3 | 711 | 0 7 0 | 0 9 5 |
| Lomand | 685 | 0 6 10 | 0 9 4 | 717 | 0 7 1 | 0 9 6 |
| Nira | 689 | 0 6 10 | 0 9 5 | 721 | 0 7 1 | 0 9 7 |
| Walhe | 696 | 0 6 11 | 0 9 5 | 728 | 0 7 2 | 0 9 8 |
| Jejuri | 705 | 0 7 0 | 0 9 7 | 737 | 0 7 3 | 0 9 9 |
| Rajewadi | 713 | 0 7 0 | 0 9 8 | 745 | 0 7 4 | 0 9 10 |
| Alandi | 722 | 0 7 1 | 0 9 9 | 754 | 0 7 4 | 0 9 11 |
| Phursangi | 727 | 0 7 2 | 0 9 10 | 759 | 0 7 5 | 0 10 0 |
| Sasvad Road | 730 | 0 7 2 | 0 9 10 | 762 | 0 7 5 | 0 10 0 |
| Ghorpuri | 735 | 0 7 3 | 0 9 11 | 767 | 0 7 6 | 0 10 1 |
| Poona | 737 | 0 7 3 | 0 9 11 | 769 | 0 7 6 | 0 10 1 |
| Hombal | 376 | 0 4 2 | 0 5 11 | 408 | 0 4 6 | 0 6 1 |
| Balaganur | 381 | 0 4 3 | 0 5 11 | 413 | 0 4 6 | 0 6 2 |
| Mallapur | 387 | 0 4 4 | 0 6 0 | 419 | 0 4 7 | 0 6 3 |
| Alur | 398 | 0 4 5 | 0 6 2 | 430 | 0 4 8 | 0 6 4 |
| Badami | 410 | 0 4 6 | 0 6 3 | 442 | 0 4 9 | 0 6 6 |
| Katgeri | 418 | 0 4 7 | 0 6 4 | 450 | 0 4 10 | 0 6 7 |
| Bagalkot | 426 | 0 4 8 | 0 6 6 | 458 | 0 4 11 | 0 6 8 |
| Karlimatti | 435 | 0 4 9 | 0 6 7 | 467 | 0 5 0 | 0 6 9 |
| Sitlmani | 443 | 0 4 9 | 0 6 8 | 475 | 0 5 1 | 0 6 10 |
| Almati | 445 | 0 4 10 | 0 6 8 | 477 | 0 5 1 | 0 6 10 |
| Telgi | 455 | 0 4 11 | 0 6 9 | 487 | 0 5 2 | 0 7 1 |
| Mulvad | 466 | 0 5 0 | 0 6 11 | 498 | 0 5 3 | 0 7 1 |
| Jumnal | 474 | 0 5 0 | 0 7 0 | 506 | 0 5 4 | 0 7 2 |
| Bijapur | 482 | 0 5 1 | 0 7 1 | 514 | 0 5 4 | 0 7 3 |
| Minchnal | 494 | 0 5 2 | 0 7 3 | 526 | 0 5 6 | 0 7 5 |
| Nimbal | 505 | 0 5 4 | 0 7 4 | 537 | 0 5 7 | 0 7 6 |
| Indl Road | 514 | 0 5 4 | 0 7 5 | 546 | 0 5 8 | 0 7 8 |
| Lachyan | 520 | 0 5 5 | 0 7 6 | 552 | 0 5 8 | 0 7 8 |
| Tadval | 528 | 0 5 6 | 0 7 7 | 560 | 0 5 9 | 0 7 9 |
| Sholapur (M. S. M.) | 550 | 0 5 8 | 0 7 10 | 582 | 0 5 11 | 0 8 0 |
| Hotgi | 541 | 0 5 7 | 0 7 9 | 573 | 0 5 10 | 0 7 11 |
| Kundgo | 414 | 0 4 6 | 0 6 4 | 446 | 0 4 10 | 0 6 6 |
| Saunshi | 419 | 0 4 7 | 0 6 5 | 451 | 0 4 10 | 0 6 7 |
| Gudger | 426 | 0 4 8 | 0 6 6 | 458 | 0 4 11 | 0 6 8 |
| Yalvigi | 433 | 0 4 8 | 0 6 6 | 465 | 0 5 0 | 0 6 9 |
| Savanur | 438 | 0 4 9 | 0 6 7 | 470 | 0 5 0 | 0 6 9 |
| Karaji | 446 | 0 4 10 | 0 6 8 | 472 | 0 5 0 | 0 6 10 |
| Haveri | 450 | 0 4 10 | 0 6 9 | 468 | 0 5 0 | 0 6 9 |
| Byadgi | 459 | 0 4 11 | 0 6 10 | 459 | 0 4 11 | 0 6 8 |

(A) These rates do not include the M. S. M. Ry. transhipment charge of two pies per maund at Gudur.

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry. local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Gudur. (A) | | | Via Madras. | | |
|---------------------------|----------------|-----------|-----------|------------------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Devargudda | 466 | 0 5 0 | 0 6 11 | 453 | 0 4 10 | 0 6 7 |
| Ranibennur | 471 | 0 5 0 | 0 7 0 | 448 | 0 4 10 | 0 6 6 |
| Chalgeri | 479 | 0 5 1 | 0 7 1 | 439 | 0 4 9 | 0 6 5 |
| Harihar | 475 | 0 5 1 | 0 7 0 | 433 | 0 4 8 | 0 6 4 |
| Davangere | 467 | 0 5 0 | 0 6 11 | 425 | 0 4 8 | 0 6 3 |
| Tolahunse | 461 | 0 4 11 | 0 6 10 | 419 | 0 4 7 | 0 6 3 |
| Kodaganur | 454 | 0 4 10 | 0 6 9 | 412 | 0 4 6 | 0 6 2 |
| Mayakonda | 449 | 0 4 10 | 0 6 9 | 407 | 0 4 6 | 0 6 1 |
| Sasalu | 444 | 0 4 9 | 0 6 8 | 402 | 0 4 5 | 0 6 0 |
| Chik Jajur and via | 438 | 0 4 9 | 0 6 7 | 396 | 0 4 5 | 0 6 0 |
| Holalkere | 432 | 0 4 8 | 0 6 6 | 390 | 0 4 4 | 0 5 11 |
| Ramagiri | 426 | 0 4 8 | 0 6 6 | 384 | 0 4 3 | 0 5 10 |
| Hosdurga Road | 420 | 0 4 7 | 0 6 5 | 378 | 0 4 3 | 0 5 9 |
| Shivani | 413 | 0 4 6 | 0 6 4 | 371 | 0 4 2 | 0 5 8 |
| Ajjampur | 407 | 0 4 6 | 0 6 3 | 365 | 0 4 1 | 0 5 7 |
| Birur | 395 | 0 4 5 | 0 6 1 | 353 | 0 4 0 | 0 5 5 |
| Via Birur | 395 | 0 4 5 | 0 6 1 | 353 | 0 4 0 | 0 5 5 |
| Kadur | 392 | 0 4 4 | 0 6 1 | 350 | 0 4 0 | 0 5 5 |
| Devanur | 381 | 0 4 3 | 0 5 11 | 339 | 0 3 10 | 0 5 3 |
| Banavar | 377 | 0 4 3 | 0 5 11 | 335 | 0 3 10 | 0 5 3 |
| Arsikere | 367 | 0 4 1 | 0 5 9 | 325 | 0 3 9 | 0 5 1 |
| Via Arsikere | 367 | 0 4 5 | 0 5 9 | 325 | 0 3 9 | 0 5 1 |
| Honnaivali Road | 359 | 0 4 1 | 0 5 8 | 317 | 0 3 8 | 0 5 0 |
| Tittur | 351 | 0 4 0 | 0 5 7 | 309 | 0 3 7 | 0 4 11 |
| Kaḍi | 345 | 0 3 11 | 0 5 6 | 303 | 0 3 6 | 0 4 10 |
| Banasandra | 338 | 0 3 10 | 0 5 5 | 296 | 0 3 5 | 0 4 9 |
| Ammasandra | 335 | 0 3 10 | 0 5 5 | 293 | 0 3 5 | 0 4 8 |
| Yelladbagi | 331 | 0 3 9 | 0 5 4 | 289 | 0 3 5 | 0 4 8 |
| Nittur | 324 | 0 3 9 | 0 5 3 | 282 | 0 3 4 | 0 4 7 |
| Gubbi | 319 | 0 3 8 | 0 5 2 | 277 | 0 3 3 | 0 4 6 |
| Tumkur | 308 | 0 3 7 | 0 5 1 | 266 | 0 3 2 | 0 4 4 |
| Kyatsandra | 304 | 0 3 6 | 0 5 0 | 262 | 0 3 1 | 0 4 3 |
| Hirehalli | 300 | 0 3 6 | 0 5 0 | 258 | 0 3 1 | 0 4 3 |
| Nidvanda | 294 | 0 3 5 | 0 4 11 | 252 | 0 3 0 | 0 4 2 |
| Dodbele | 288 | 0 3 4 | 0 4 10 | 246 | 0 2 11 | 0 4 1 |
| Golhalli | 281 | 0 3 4 | 0 4 8 | 239 | 0 2 10 | 0 3 11 |
| Chik Banavar | 273 | 0 3 3 | 0 4 7 | 231 | 0 2 9 | 0 3 10 |
| Yasvantpur | 268 | 0 3 2 | 0 4 6 | 226 | 0 2 9 | 0 3 9 |
| Bangalore City | 262 | ... | ... | See under Broad Gauge. | | |
| Gulapalyamu | 251 | 0 3 0 | 0 4 3 | 283 | 0 3 4 | 0 4 7 |

(A) These rates do not include the M. S. M. Ry. transhipment charge of two pies per maund at Gudur.

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. R. local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

M. S. M. Ry.

| Stations. | Via Gudur. (A) | | | Via Madras. | | |
|--------------------------|----------------|-----------|-----------|-------------|-----------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Khadarpett | 265 | 0 3 2 | 0 4 6 | 297 | 0 3 6 | 0 4 9 |
| Pamidi | 265 | 0 3 2 | 0 4 2 | 298 | 0 3 6 | 0 4 9 |
| Kalluru | 263 | 0 3 1 | 0 4 1 | 296 | 0 3 5 | 0 4 9 |
| Garladinne | 257 | 0 3 1 | 0 4 0 | 289 | 0 3 5 | 0 4 8 |
| Anantapur | 247 | 0 2 11 | 0 3 11 | 279 | 0 3 3 | 0 4 6 |
| Zangalapalle | 239 | 0 2 10 | 0 3 9 | 271 | 0 3 2 | 0 4 5 |
| Dharmavaram | 226 | 0 2 9 | 0 3 7 | 258 | 0 3 1 | 0 4 3 |
| Nagasamudram | 235 | 0 2 10 | 0 3 9 | 267 | 0 3 2 | 0 4 4 |
| Makkajipalli | 244 | 0 2 11 | 0 3 10 | 276 | 0 3 3 | 0 4 6 |
| Penukonda | 252 | 0 3 0 | 0 4 0 | 284 | 0 3 4 | 0 4 7 |
| Chakralpalli | 260 | 0 3 1 | 0 4 1 | 293 | 0 3 5 | 0 4 8 |
| Malugur | 268 | 0 3 2 | 0 4 2 | 291 | 0 3 5 | 0 4 8 |
| Hindupur | 275 | 0 3 3 | 0 4 3 | 285 | 0 3 4 | 0 4 7 |
| Dodkurugod | 286 | 0 3 4 | 0 4 5 | 274 | 0 3 3 | 0 4 5 |
| Goribidnur | 290 | 0 3 5 | 0 4 6 | 270 | 0 3 2 | 0 4 5 |
| Thondebhavi | 298 | 0 3 6 | 0 4 7 | 262 | 0 3 1 | 0 4 3 |
| Maklidrug | 298 | 0 3 6 | 0 4 11 | 256 | 0 3 0 | 0 4 2 |
| Dodballapur | 287 | 0 3 4 | 0 4 9 | 245 | 0 2 11 | 0 4 0 |
| Rajankunti | 280 | 0 3 3 | 0 4 8 | 238 | 0 2 10 | 0 3 11 |
| Yelahanka and via | 275 | 0 3 3† | 0 4 7† | 233 | 0 2 10† | 0 3 11† |
| Chinnekuntapalli | 217 | 0 2 8 | 0 3 6 | 249 | 0 3 0 | 0 4 1 |
| Muktapuram | 209 | 0 2 7 | 0 3 5 | 241 | 0 2 11 | 0 4 0 |
| Mudigubba | 204 | 0 2 6 | 0 3 4 | 236 | 0 2 10 | 0 3 11 |
| Malaka Vemala | 197 | 0 2 5 | 0 3 3 | 229 | 0 2 9 | 0 3 10 |
| Kalasamudram | 192 | 0 2 4 | 0 3 2 | 225 | 0 2 9 | 0 3 9 |
| Kadiri | 184 | 0 2 3 | 0 3 0 | 216 | 0 2 7 | 0 3 8 |
| Nallacheruvu | 178 | 0 2 3 | 0 2 11 | 210 | 0 2 7 | 0 3 7 |
| Tanakallu | 170 | 0 2 2 | 0 2 10 | 203 | 0 2 6 | 0 3 6 |
| Mullacalacheruvu | 161 | 0 2 1 | 0 2 9 | 193 | 0 2 5 | 0 3 4 |
| Battulapuram | 156 | 0 2 0 | 0 2 8 | 188 | 0 2 4 | 0 3 3 |
| Tummanamgutta | 151 | 0 1 11 | 0 2 7 | 183 | 0 2 3 | 0 3 2 |
| Kurabalakota | 142 | 0 1 10 | 0 2 5 | 174 | 0 2 2 | 0 3 1 |
| Madanapalle Road | 136 | 0 1 9 | 0 2 4 | 168 | 0 2 1 | 0 3 0 |
| Vayalpad | 131 | 0 1 9 | 0 2 3 | 163 | 0 2 1 | 0 2 11 |
| Chintaparti | 126 | 0 1 8 | 0 2 2 | 158 | 0 2 0 | 0 2 10 |
| Kalikiri | 119 | 0 1 7 | 0 2 1 | 151 | 0 1 11 | 0 2 9 |

(A) These rates do not include the M. S. M. Ry. transhipment charge of two pies per maund at Gudur.

† This rate does not apply to traffic to stations on the Mysore Railways booked via Yelahanka.

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry. local break of gauge Junctions. Schedule "F" rate includes this transhipment charge.

| Stations. | Via Gudur. (A) | | | Via Madras. | | |
|-------------------------|----------------|-----------|-----------|-------------|--------------------|-----------|
| | Miles. | D | F | Miles. | D | F |
| | | Rs. a. p. | Rs. a. p. | | Rs. a. p. | Rs. a. p. |
| Piler | 110 | 0 1 6 | 0 1 11 | 142 | 0 1 10 | 0 2 7 |
| Pulicherla | 100 | 0 1 4 | 0 1 9 | 133 | 0 1 9 | 0 2 6 |
| Mangalampeta | 96 | 0 1 4 | 0 1 9 | 128 | 0 1 8 | 0 2 5 |
| Damalcheruvu | 89 | 0 1 3 | 0 1 7 | 121 | 0 1 7 | 0 2 3 |
| Pakala | 84 | 0 1 2 | 0 1 6 | 117 | 0 1 7 | 0 2 3 |
| Katpadi | 123 | ... | ... | See | under Broad Gauge. | |
| Via Katpadi | 123 | ... | ... | See | under Broad Gauge. | |
| Bommasamudram | 117 | 0 1 7 | 0 2 1 | 87 | 0 1 2 | 0 1 9 |
| Ramapuram | 114 | 0 1 6 | 0 2 0 | 91 | 0 1 3 | 0 1 10 |
| Chittoor | 103 | 0 1 5 | 0 1 10 | 102 | 0 1 4 | 0 2 0 |
| Putallapattu | 94 | 0 1 3 | 0 1 8 | 111 | 0 1 6 | 0 2 1 |
| Panapakam | 77 | 0 1 1 | 0 1 5 | 109 | 0 1 5 | 0 2 1 |
| Chandragiri | 66 | 0 0 11 | 0 1 3 | 98 | 0 1 4 | 0 1 11 |
| Pirupati West | 59 | 0 0 10 | 0 1 1 | 92 | 0 1 3 | 0 1 10 |
| Renigunta | ... | ... | ... | See | under Broad Gauge. | |
| Yerpedu | 46 | 0 0 8 | 0 0 10 | 90 | 0 1 3 | 0 1 10 |
| Kalahasti | 38 | 0 0 6 | 0 0 8 | 99 | 0 1 4 | 0 1 11 |
| Yellakuru | 30 | 0 0 5 | 0 0 7 | 106 | 0 1 5 | 0 2 1 |
| Venkatagiri | 23 | 0 0 4 | 0 0 5 | 109 | 0 1 5 | 0 2 1 |
| Vendodu | 12 | 0 0 2 | 0 0 3 | 98 | 0 1 4 | 0 1 11 |
| Gudur | ... | ... | ... | ... | ... | ... |
| Via Gudur | ... | ... | ... | ... | ... | ... |
| Dudh Sagar ‡ | ... | ... | ... | ... | ... | ... |
| W. I. P. Railway.— | | | | | | |
| Collem (c) | 508 | 0 5 4 | 0 7 4 | 540 | 0 5 7 | 0 7 7 |
| Kalay (c) | 514 | 0 5 4 | 0 7 5 | 546 | 0 5 8 | 0 7 8 |
| Sanvordem Curchorem (c) | 520 | 0 5 5 | 0 7 6 | 552 | 0 5 8 | 0 7 8 |
| Chandor Goa (c) | 524 | 0 5 5 | 0 7 7 | 556 | 0 5 9 | 0 7 9 |
| Margao (c) | 529 | 0 5 6 | 0 7 7 | 561 | 0 5 9 | 0 7 10 |
| Majorda (c) | 534 | 0 5 6 | 0 7 8 | 566 | 0 5 10 | 0 7 10 |
| Cansaulim (c) | 536 | 0 5 7 | 0 7 8 | 568 | 0 5 10 | 0 7 10 |
| Dabolim (c) | 541 | 0 5 7 | 0 7 9 | 573 | 0 5 10 | 0 7 11 |
| Vasco-da-Gama (c) | 544 | 0 5 7 | 0 7 9 | 576 | 0 5 11 | 0 8 0 |
| Mormugao Hr. §§ | 546 | 0 5 8 | 0 7 10 | 578 | 0 5 11 | 0 8 0 |

(A) These rates do not include the M. S. M. Ry. transhipment charge of two pies per maund Gudur.

‡ Closed.

§§ To the rates to Mormugao Harbour, the wharf dues at Re. 0-1-0 per maund or 1-11-3 per on must be added.

(c) A charge of one pie per maund is leviable in addition to rates to the station situated on the W. I. P. Railway except Mormugao Hr. (i.e. Collem to Vasco-da-Gama stations)

Note.—Schedule "D" rate does not include the transhipment charge leviable at M. S. M. Ry. local break-of-gauge Junctions. Schedule "F" rate includes this transhipment charge.

M. & S. M. Ry.

Table of through rates per ton for Coal, Coke and Patent Fuel for the Public, at owner's risk in full wagon loads from the undermentioned E. I. Ry. colliery stations to stations on the M. & S. M. Ry.

| Stations | Ondal | Ukhra | Pandaveswar | Darulah Siding | Samla No. 4 | Route |
|---------------------------------------------|-----------|-----------|-------------|----------------|-------------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Ampapuram (a) ... | 9 7 0 | 9 7 0 | 9 9 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Anakapalle (a) ... | 8 3 0 | 8 5 0 | 8 5 0 | 8 5 0 | 8 5 0 | " |
| Arkonam and via (a)† | 12 13 8 | 12 15 8 | 12 15 8 | 12 15 8 | 12 15 8 | Via Asansol, Waltair & Madras. |
| Bangalore City & via (a) † | 17 8 6 | 17 10 6 | 17 10 6 | 17 10 6 | 17 10 6 | " |
| Bangalore Cantt. (a)† | 17 8 6 | 17 10 6 | 17 10 6 | 17 10 6 | 17 10 6 | " |
| Bezwada and via (a)¶ | 9 9 0 | 9 9 0 | 9 11 0 | 9 11 0 | 9 11 0 | Via Asansol and Waltair. |
| Bhattiprolu (a) ... | 9 14 0 | 9 14 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair and Tenali. |
| Bhilavadi (b) ... | 16 6 7 | 16 8 6* | 16 8 7 | 16 8 7 | 16 8 7 | Via Naini and Poona. |
| Bhimavaram (a) ... | 9 2 0 | 9 5 0 | 9 5 0 | 9 5 0 | 9 5 0 | Via Asansol and Waltair. |
| Bljapur (b) ... | 14 9 0 | 14 9 0 | 14 11 0 | 14 2 0 | 14 11 0 | Via Naini and Hotgi. |
| Birur and via (a) ... | 20 10 5 | 20 12 5 | 20 12 5 | 20 12 5 | 20 12 5 | Via Asansol, Waltair & Madras. |
| Bowringpet and via (a)† | 16 6 5 | 16 8 5 | 16 8 5 | 16 8 5 | 16 8 5 | " |
| Budhgaon (z) ... | 16 3 11 | 16 3 11 | 16 6 11 | 16 6 11 | 16 6 11 | Via Naini, Kurduwadi and Miraj. |
| Chinchli (z) ... | 16 13 0 | 16 13 0 | 17 0 0 | 17 0 0 | 17 0 0 | " |
| Coconada Port and Coconada Town (a) | 8 12 0 | 8 14 0 | 8 14 0 | 8 14 0 | 8 14 0 | Via Asansol and Waltair. |
| Denduluru (a) ... | 9 5 0 | 9 5 0 | 9 5 0 | 9 7 0 | 9 5 0 | " |
| Via Dronachellam for N. S. Ry. stations (c) | 15 11 3 | 15 11 3 | 15 11 3 | 15 13 3 | 15 11 3 | Via Naini and Raichur. |
| Durgada (a) ... | 8 9 0 | 8 9 0 | 8 9 0 | 8 12 0 | 8 12 0 | Via Asansol and Waltair. |
| Ellore (a) ... | 9 5 0 | 9 5 0 | 9 7 0 | 9 7 0 | 9 7 0 | " |
| Gollaprolu (a) ... | 8 9 0 | 8 12 0 | 8 12 0 | 8 12 0 | 8 12 0 | " |
| Gudur and via (a)¶ | 10 14 0 | 10 14 0 | 11 0 0 | 11 0 0 | 11 0 0 | " |
| Guntur (a) ... | 10 8 7 | 10 8 7 | 10 11 7 | 10 11 7 | 10 11 7 | Via Asansol, Waltair & Tenali. |
| Jalarpet and via (a) ... | 15 6 6 | 15 8 6 | 15 8 6 | 15 8 6 | 15 8 6 | Via Asansol, Waltair & Madras. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. transhipment charge of Re. 0-4-6 per ton at Guntakal.

† In booking via Bangalore City or via Bowringpet to stations on the Mysore Railways a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

‡ In booking via Arkonam to stations on the S. I. Ry. a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

¶ In booking via Bezwada or via Gudur to stations on the metre-gauge section of the M. S. M. Ry. and via the usual transhipment charge must be levied in addition to these rates.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

* This rate includes the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the transhipment charge of Re. 0-4-6 per ton at Poona and the M. & S. M. Ry.'s proportion of Rs. 4-4-0 per ton from via Poona to Bhilavadi.

N.B.—For surcharge leviable in addition, see paragraphs. 2 and 3, page 853.

| Stations | Palasthali | Panchra | Raniganj | Raniganj Siding (Bengal Coal Co.) | Raniganj Ghat | Route |
|---------------------------------------------|------------|-----------|-----------|--------------------------------------------|---------------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Ampapuram (a) ... | 9 11 0 | 9 9 0 | 9 7 0 | 9 7 0 | 9 7 0 | Via Asansol and Waltair. |
| Anakapalle (a) ... | 8 7 0 | 8 5 0 | 8 3 0 | 8 3 0 | 8 3 0 | " |
| Arkonam and via (a)† | 13 1 8 | 12 15 8 | 12 13 8 | 12 13 8 | 12 13 8 | Via Asansol, Waltair & Madras. |
| Bangalore City & via (a)† | 17 12 6 | 17 10 6 | 17 8 6 | 17 8 6 | 17 8 6 | " |
| Bangalore Cantt. (a)† | 17 12 6 | 17 10 6 | 17 8 6 | 17 8 6 | 17 8 6 | " |
| Bezwada and via (a)¶ | 9 14 0 | 9 11 0 | 9 9 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Bhattiprolu (a) ... | 10 0 0 | 10 0 0 | 9 11 0 | 9 11 0 | 9 14 0 | Via Asansol, Waltair and Tenali. |
| Bhilavadi (b) ... | 16 11 7 | 16 8 7 | 16 6 7 | 16 6 7 | 16 6 7 | Via Naini and Poona. |
| Bhimavaram (a) ... | 9 7 0 | 9 5 0 | 9 2 0 | 9 2 0 | 9 2 0 | Via Asansol and Waltair. |
| Bljapur (b) ... | 14 14 0 | 14 11 0 | 14 9 0 | 14 9 0 | 14 9 0 | Via Naini and Hotgi. |
| Birur and via (a) ... | 20 14 5 | 20 12 5 | 20 10 5 | 20 10 5 | 20 10 5 | Via Asansol, Waltair & Madras. |
| Bowringpet and via (a)† | 16 10 5 | 16 8 5 | 16 6 5 | 16 6 5 | 16 6 5 | " |
| Budhgaon (z) ... | 16 8 11 | 16 6 11 | 16 3 11 | 16 3 11 | 16 3 11 | Via Naini Kurduwadi and Miraj. |
| Chinchli (z) ... | 17 2 0 | 17 0 0 | 16 13 0 | 16 13 0 | 16 13 0 | " |
| Coconada Port and Coconada Town (a) | 9 0 0 | 8 14 0 | 8 12 0 | 8 12 0 | 8 12 0 | Via Asansol and Waltair. |
| Denduluru (a) ... | 9 7 0 | 9 7 0 | 9 5 0 | 9 5 0 | 9 5 0 | " |
| Via Dronachellam for N. S. Ry. stations (c) | 15 13 3 | 15 13 3 | 15 11 3 | 15 11 3 | 15 11 3 | Via Naini and Raichur. |
| Durgada (a) ... | 8 12 0 | 8 12 0 | 8 9 0 | 8 9 0 | 8 9 0 | Via Asansol and Waltair. |
| Ellore (a) ... | 9 9 0 | 9 7 0 | 9 5 0 | 9 5 0 | 9 5 0 | " |
| Gollaprolu (a) ... | 8 14 0 | 8 12 0 | 8 9 0 | 8 9 0 | 8 9 0 | " |
| Gudur and via (a)¶ | 11 2 0 | 11 0 0 | 10 14 0 | 10 14 0 | 10 14 0 | " |
| Guntur (a) ... | 10 13 7 | 10 11 7 | 10 8 7 | 10 8 7 | 10 8 7 | Via Asansol, Waltair & Tenali. |
| Jalarpet and via (a) ... | 15 10 6 | 15 8 6 | 15 6 6 | 15 6 6 | 15 6 6 | Via Asansol, Waltair & Madras. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. transhipment charge of Re. 0-4-6 per ton at Guntakal.

† In booking via Bangalore City or via Bowringpet to stations on the Mysore Railways a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

‡ In booking via Arkonam to stations on the S. I. Ry. a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

¶ In booking via Bezwada or via Gudur to stations on the metre gauge section of the M. S. M. Ry. and via the usual transhipment charge must be levied in addition to these rates.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Kalipahari | Asansol | Dhadka | Jainti Siding | Karmatar | Route |
|---------------------------------------------|------------|-----------|-----------|---------------|-----------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Ampapuram (a) ... | 9 5 0 | ... | 9 5 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Anakapalle (a) ... | 8 3 0 | ... | 8 0 0 | 8 5 0 | 8 5 0 | " |
| Arkonam and via (a)† | 12 13 8 | ... | 12 13 8 | 13 1 8 | 12 15 8 | Via Asansol, Waltair & Madras. |
| Bangalore City & via (a)† | 17 8 6 | ... | 17 8 6 | 17 12 6 | 17 10 6 | " |
| Bangalore Cantt. (a)† | 17 8 6 | ... | 17 8 6 | 17 12 6 | 17 10 6 | " |
| Bezwada and via (a)¶ | 9 7 0 | ... | 9 7 0 | 9 11 0 | 9 11 0 | Via Asansol and Waltair. |
| Bhattiprolu (a) ... | 9 11 0 | ... | 9 11 0 | 10 0 0 | 10 0 0 | Via Asansol, Waltair and Tenali. |
| Bhilavadi (b) ... | 16 6 6* | 16 4 7 | 16 6 6* | 16 11 6* | 16 8 7 | Via Naini and Poona. |
| Bhimavaram (a) ... | 9 2 0 | ... | 9 2 0 | 9 7 0 | 9 5 0 | Via Asansol and Waltair. |
| Bijapur (b) ... | 14 7 0 | 14 7 0 | 14 7 0 | 14 11 0 | 14 11 0 | Via Naini and Hotgi. |
| Birur and via (a) ... | 20 10 5 | ... | 20 10 5 | 20 14 5 | 20 12 5 | Via Asansol, Waltair & Madras. |
| Bowringpet and via (a)† | 16 6 5 | ... | 16 6 5 | 16 10 5 | 16 8 5 | " |
| Budhgaon (z) ... | 16 1 11 | 16 1 11 | 16 1 11 | 16 6 11 | 16 6 11 | Via Naini, Kurduwadi and Miraj. |
| Chinchli (z) ... | 16 11 0 | 16 11 0 | 16 11 0 | 17 0 0 | 17 0 0 | " |
| Coconada Port and Coconada Town (a) | 8 12 0 | ... | 8 12 0 | 9 0 0 | 8 14 0 | Via Asansol and Waltair. |
| Denduluru (a) ... | 9 2 0 | ... | 9 2 0 | 9 7 0 | 9 7 0 | " |
| Via Dronachellam for N. S. Ry. stations (c) | 15 9 3 | 15 9 3 | 15 9 3 | 15 13 3 | 15 13 3 | Via Naini and Raichur. |
| Durgada (a) ... | 8 7 0 | ... | 8 7 0 | 8 12 0 | 8 12 0 | Via Asansol and Waltair. |
| Ellore (a) ... | 9 2 0 | ... | 9 2 0 | 9 7 0 | 9 7 0 | " |
| Gollaprolu (a) ... | 8 9 0 | ... | 8 9 0 | 8 14 0 | 8 12 0 | " |
| Gudur and via (a)¶ | 10 11 0 | ... | 10 11 0 | 11 0 0 | 11 0 0 | " |
| Guntur (a) ... | 10 6 7 | ... | 10 6 7 | 10 11 7 | 10 11 7 | Via Asansol, Waltair & Tenali |
| Jalarpet and via (a) ... | 15 6 6 | ... | 15 6 6 | 15 10 6 | 15 8 6 | Via Asansol, Waltair & Madras |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transshipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. transshipment charge of Re. 0-4-6 per ton at Guntakal.

† In booking via Bangalore City or via Bowringpet to stations on the Mysore Railways a transshipment charge of As. 4-6 per ton must be levied in addition to these rates.

‡ In booking via Arkonam to stations on the S. I. Ry. a transshipment charge of As. 4-6 per ton must be levied in addition to these rates.

¶ In booking via Bezwada or via Gudur to stations on the metre gauge section of the M. S. M. Ry. and via the usual transshipment charge must be levied in addition to these rates.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

* These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the transshipment charge of Re. 0-4-6 per ton at Poona and the M. & S. M. Ry.'s proportion of Rs. 4-4-0 per ton from via Poona to Bhilavadi.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Sitarampur | Shamdi | Kulti | Barakar | Mugma | Route |
|---------------------------------------------|------------|-----------|-----------|-----------|-----------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Ampapuram (a) ... | 9 5 0 | 9 7 0 | 9 7 0 | 9 7 0 | 9 7 0 | Via Asansol and Waltair. |
| Anakapalle (a) ... | 8 3 0 | 8 3 0 | 8 3 0 | 8 3 0 | 8 3 0 | " |
| Arkonam and via (a) ‡ | 12 13 8 | 12 13 8 | 12 13 8 | 12 13 8 | 12 13 8 | Via Asansol, Waltair & Madras. |
| Bangalore City & via (a) † | 17 8 6 | 17 8 6 | 17 8 6 | 17 8 6 | 17 8 6 | " |
| Bangalore Cantt. (a) † | 17 8 6 | 17 8 6 | 17 8 6 | 17 8 6 | 17 8 6 | " |
| Bezwada and via (a) ¶ | 9 7 0 | 9 9 0 | 9 9 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Bhattiprolu (a) ... | 9 11 0 | 9 14 0 | 9 11 0 | 9 11 0 | 9 14 0 | Via Asansol, Waltair and Tenali. |
| Bhilavadi (b) ... | 16 6 7 | 16 6 7 | 16 6 7 | 16 6 7 | 16 6 7 | Via Naini and Poona. |
| Bhimavaram (a) ... | 9 2 0 | 9 2 0 | 9 2 0 | 9 2 0 | 9 2 0 | Via Asansol and Waltair. |
| Bijapur (b) ... | 14 7 0 | 14 9 0 | 14 9 0 | 14 9 0 | 14 9 0 | Via Naini and Hotgi. |
| Birur and via (a) ... | 20 10 5 | 20 10 5 | 20 10 5 | 20 10 5 | 20 10 5 | Via Asansol, Waltair & Madras. |
| Bowringpet and via (a) † | 16 6 5 | 16 6 5 | 16 6 5 | 16 6 5 | 16 6 5 | " |
| Budhgaon (z) ... | 16 3 11 | 16 3 11 | 16 3 11 | 16 3 11 | 16 3 11 | Via Naini, Kurduwadi and Miraj. |
| Chinchli (z) ... | 16 13 0 | 16 13 0 | 16 13 0 | 16 13 0 | 16 13 0 | " |
| Coconada Port and Coconada Town (a) | 8 12 0 | 8 12 0 | 8 12 0 | 8 12 0 | 8 12 0 | Via Asansol and Waltair. |
| Denduluru (a) ... | 9 2 0 | 9 5 0 | 9 2 0 | 9 5 0 | 9 5 0 | " |
| Via Dronachellam for N. S. Ry. stations (c) | 15 9 3 | 15 11 3 | 15 9 3 | 15 11 3 | 15 11 3 | Via Naini and Raichur. |
| Durgada (a) ... | 8 7 0 | 8 9 0 | 8 7 0 | 8 9 0 | 8 9 0 | Via Asansol and Waltair. |
| Ellore (a) ... | 9 5 0 | 9 5 0 | 9 5 0 | 9 5 0 | 9 5 0 | " |
| Gollaprolu (a) ... | 8 9 0 | 8 9 0 | 8 9 0 | 8 9 0 | 8 9 0 | " |
| Gudur and via (a) ¶ | 10 14 0 | 10 14 0 | 10 14 0 | 10 14 0 | 10 14 0 | " |
| Guntur (a) ... | 10 6 7 | 10 8 7 | 10 8 7 | 10 8 7 | 10 8 7 | Via Asansol, Waltair & Tenali. |
| Jalarpet and via (a) ... | 15 6 6 | 15 6 6 | 15 6 6 | 15 6 6 | 15 6 6 | Via Asansol, Waltair & Madras. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. transhipment charge of Re. 0-4-6 per ton at Guntakal.

† In booking via Bangalore City or via Bowringpet to stations on the Mysore Railways a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

‡ In booking via Arkonam to stations on the S. I. Ry. a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

¶ In booking via Bezwada or via Gudur to stations on the metre gauge section of the M. S. M. Ry. and via the usual transhipment charge must be levied in addition to these rates.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Mugma West | Kalobathn | Dhanbad | Kusunda, Jheriah, Pathardihi & Katragarh. | Serampur | Route |
|---------------------------------------------|------------|-----------|-----------|-------------------------------------------|-----------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Ampapuram (a) ... | 9 7 0 | 9 7 0 | 9 9 0 | 9 5 0 | 9 14 0 | Via Asansol and Waltair. |
| Anakapalle (a) ... | 8 3 0 | 8 3 0 | 8 5 0 | 8 0 0 | 8 9 0 | " |
| Arkonam and via (a)† | 12 13 8 | 12 15 8 | 12 15 8 | 12 13 8 | 13 4 8 | Via Asansol, Waltair & Madras. |
| Bangalore City & via (a) † | 17 8 6 | 17 10 6 | 17 10 6 | 17 8 6 | 17 15 6 | " |
| Bangalore Cantt. (a)† | 17 8 6 | 17 10 6 | 17 10 6 | 17 8 6 | 17 15 6 | " |
| Bezwada and via (a)¶ | 9 9 0 | 9 9 0 | 9 11 0 | 9 7 0 | 10 0 0 | Via Asansol and Waltair. |
| Bhattiprolu (a) ... | 9 14 0 | 9 14 0 | 10 0 0 | 9 11 0 | 10 5 0 | Via Asansol, Waltair and Tenali. |
| Bhilavadi (b) ... | 16 6 7 | 16 6 7 | 16 8 7 | 16 4 7 | 16 13 7 | Via Naini and Poona. |
| Bhimavaram (a) ... | 9 2 0 | 9 5 0 | 9 5 0 | 9 2 0 | 9 9 0 | Via Asansol and Waltair. |
| Bijapur (b) ... | 14 9 0 | 14 9 0 | 14 11 0 | 14 7 0 | 15 0 0 | Via Naini and Hotgi. |
| Birur and via (a) ... | 20 10 5 | 20 12 5 | 20 12 5 | 20 10 5 | 21 1 5 | Via Asansol, Waltair & Madras. |
| Bowringpet and via (a)† | 16 6 5 | 16 8 5 | 16 8 5 | 16 6 5 | 16 13 5 | " |
| Budhgaon (z) ... | 16 3 11 | 16 3 11 | 16 6 11 | 16 1 11 | 16 10 11 | Via Naini, Kurduwadi and Miraj. |
| Chinchli (z) ... | 16 13 0 | 16 13 0 | 17 0 0 | 16 11 0 | 17 4 0 | " |
| Coconada Port and Coconada Town (a) | 8 12 0 | 8 14 0 | 8 14 0 | 8 9 0 | 9 2 0 | Via Asansol and Waltair. |
| Denduluru (a) ... | 9 5 0 | 9 5 0 | 9 7 0 | 9 2 0 | 9 11 0 | " |
| Via Dronachellam for N. S. Ry. stations (c) | 15 11 3 | 15 11 3 | 15 13 3 | 15 9 3 | 16 2 3 | Via Naini and Raichur. |
| Durgada (a) ... | 8 9 0 | 8 9 0 | 8 12 0 | 8 7 0 | 9 0 0 | Via Asansol and Waltair. |
| Ellore (a) ... | 9 5 0 | 9 5 0 | 9 7 0 | 9 2 0 | 9 11 0 | " |
| Gollaprolu (a) ... | 8 9 0 | 8 9 0 | 8 12 0 | 8 7 0 | 9 0 0 | " |
| Gudur and via (a)¶ | 10 14 0 | 10 14 0 | 11 0 0 | 10 11 0 | 11 4 0 | " |
| Guntur (a) ... | 10 8 7 | 10 8 7 | 10 11 7 | 10 6 7 | 10 15 7 | Via Asansol, Waltair & Tenali. |
| Jalarpet and via (a) ... | 15 6 6 | 15 8 6 | 15 8 6 | 15 6 6 | 15 13 6 | Via Asansol, Waltair & Madras. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. transhipment charge of Re. 0-4-6 per ton at Guntakal.

† In booking via Bangalore City or via Bowringpet to stations on the Mysore Railways a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

‡ In booking via Arkonam to stations on the S. I. Ry. a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

¶ In booking via Bezwada or via Gudur to stations on the metre gauge section of the M. S. M. Ry. and via the usual transhipment charge must be levied in addition to these rates.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

N.B.—For surcharge leviable in addition, see paragraphs. 2nd 3, page 853.

| Stations | Kurhurbaree | Domohani No. 2 | Chara | Toposi | Singarai | Route |
|---------------------------------------------|-------------|----------------|-----------|-----------|-----------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Ampapuram (a) ... | 9 14 0 | 9 14 0 | 9 7 0 | 9 7 0 | 9 7 0 | Via Asansol and Waltair. |
| Anakapalle (a) ... | 8 9 0 | 8 9 0 | 8 5 0 | 8 3 0 | 8 5 0 | " |
| Arkonam and via (a)† | 13 4 8 | 13 6 8 | 12 15 8 | 12 15 8 | 12 13 8 | Via Asansol, Waltair & Madras. |
| Bangalore City & via (a)† | 17 15 6 | 18 1 6 | 17 10 6 | 17 10 6 | 17 10 6 | " |
| Bangalore Cantt. (a)† | 17 15 6 | 18 1 6 | 17 10 6 | 17 10 6 | 17 10 6 | " |
| Bezwada and via (a)¶ | 10 0 0 | 10 0 0 | 9 9 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Bhattiprolu (a) ... | 10 5 0 | 10 5 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair and Tenali. |
| Bhilavadi (b) ... | 16 13 7 | 16 13 7 | 16 8 7 | 16 8 6* | 16 8 7 | Via Naini and Poona. |
| Bhimavaram (a) ... | 9 9 0 | 9 11 0 | 9 5 0 | 9 5 0 | 9 5 0 | Via Asansol and Waltair. |
| Bljapur (b) ... | 15 0 0 | 15 0 0 | 14 9 0 | 14 9 0 | 14 9 0 | Via Naini and Hotgi. |
| Birur and via (a) ... | 21 1 5 | 21 3 5 | 20 12 5 | 20 12 5 | 20 12 5 | Via Asansol, Waltair & Madras. |
| Bowringpet and via (a)† | 16 13 5 | 16 15 5 | 16 8 5 | 16 8 5 | 16 8 5 | " |
| Budhgaon (z) ... | 16 10 11 | 16 10 11 | 16 6 11 | 16 3 11 | 16 6 11 | Via Naini, Kurduwadi and Miraj. |
| Chinchli (z) ... | 17* 4 0 | 17 4 0 | 17 0 0 | 16 13 0 | 17 0 0 | " |
| Coconada Port and Coconada Town (a) | 9 2 0 | 9 2 0 | 8 14 0 | 8 14 0 | 8 14 0 | Via Asansol and Waltair. |
| Denduluru (a) ... | 9 11 0 | 9 11 0 | 9 5 0 | 9 5 0 | 9 5 0 | " |
| Via Dronachellam for N. S. Ry. stations (c) | 16 2 3 | 16 2 3 | 15 11 3 | 15 11 3 | 15 11 3 | Via Naini and Raichur. |
| Durgada (a) ... | 9 0 0 | 9 0 0 | 8 9 0 | 8 9 0 | 8 9 0 | Via Asansol and Waltair. |
| Ellore (a) ... | 9 11 0 | 9 11 0 | 9 7 0 | 9 5 0 | 9 7 0 | " |
| Gollaprolu (a) ... | 9 0 0 | 9 0 0 | 8 12 0 | 8 12 0 | 8 12 0 | " |
| Gudur and via (a)¶ | 11 4 0 | 11 4 0 | 10 14 0 | 10 14 0 | 10 14 0 | " |
| Guntur (a) ... | 10 15 7 | 10 15 7 | 10 8 7 | 10 8 7 | 10 8 7 | Via Asansol, Waltair & Tenali. |
| Jalarpet and via (a) ... | 15 13 6 | 15 15 6 | 15 8 6 | 15 8 6 | 15 8 6 | Via Asansol, Waltair & Madras. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. transhipment charge of Re. 0-4-6 per ton at Guntakal.

† In booking via Bangalore City or via Bowringpet to stations on the Mysore Railways a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

‡ In booking via Arkonam to stations on the S. I. Ry. a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

¶ In booking via Bezwada or via Gudur to stations on the metre gauge section of the M. S. M. Ry. and via the usual transhipment charge must be levied in addition to these rates.

(z)* These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

* This rate includes the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the transhipment charge of Re. 0-4-6 per ton at Poona and the M. & S. M. Ry.'s proportion of Rs. 4-4-0 per ton from via Poona to Bhilavadi.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3 page 853.

| Stations | Ikrah | Jamuria | Barabani | Churulia | Gaurangdi | Route |
|---------------------------------------------|-----------|-----------|-----------|-----------|-----------|----------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Ampapuram (a) ... | 9 7 0 | 9 7 0 | 9 7 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Anakapalle (a) ... | 8 3 0 | 8 3 0 | 8 3 0 | 8 5 0 | 8 5 0 | " |
| Arkonam and via (a)† | 12 15 8 | 12 13 8 | 12 13 8 | 12 15 8 | 12 15 8 | Via Asansol, Waltair & Madras. |
| Bangalore City & via (a) † | 17 10 6 | 17 8 6 | 17 8 6 | 17 10 6 | 17 10 6 | " |
| Bangalore Cantt. (a)† | 17 10 6 | 17 8 6 | 17 8 6 | 17 10 6 | 17 10 6 | " |
| Bezwada and via (a)¶ | 9 9 0 | 9 9 0 | 9 9 0 | 9 11 0 | 9 11 0 | Via Asansol and Waltair. |
| Bhattiprolu (a) ... | 9 14 0 | 9 14 0 | 9 14 0 | 9 14 0 | 10 0 0 | Via Asansol, Waltair and Tenali. |
| Bhilavadi (b) ... | 16 6 7 | 16 6 7 | 16 6 7 | 16 8 7 | 16 8 7 | Via Naini and Poona. |
| Bhimavaram (a) ... | 9 5 0 | 9 5 0 | 9 2 0 | 9 5 0 | 9 5 0 | Via Asansol and Waltair. |
| Bijapur (b) ... | 14 9 0 | 14 9 0 | 14 9 0 | 14 11 0 | 14 11 0 | Via Naini and Hotgi. |
| Birur and via (a) ... | 20 12 5 | 20 10 5 | 20 10 5 | 20 12 5 | 20 12 5 | Via Asansol, Waltair & Madras. |
| Bowringpet and via (a)† | 16 8 5 | 16 6 5 | 16 6 5 | 16 8 5 | 16 8 5 | " |
| Budhgaon (z) ... | 16 3 11 | 16 3 11 | 16 3 11 | 16 6 11 | 16 6 11 | Via Naini, Kurduwadi and Miraj. |
| Chinchli (z) ... | 16 13 0 | 16 13 0 | 16 13 0 | 17 0 0 | 17 0 0 | " |
| Coconada Port and Coconada Town (a) | 8 14 0 | 8 12 0 | 8 12 0 | 8 14 0 | 8 14 0 | Via Asansol and Waltair. |
| Denduluru (a) ... | 9 5 0 | 9 5 0 | 9 5 0 | 9 5 0 | 9 7 0 | " |
| Via Dronachellam for N. S. Ry. stations (c) | 15 11 3 | 15 11 3 | 15 11 3 | 15 11 3 | 15 13 3 | Via Naini and Raichur. |
| Durgada (a) ... | 8 9 0 | 8 9 0 | 8 9 0 | 8 9 0 | 8 12 0 | Via Asansol and Waltair. |
| Ellore (a) ... | 9 5 0 | 9 5 0 | 9 5 0 | 9 7 0 | 9 7 0 | " |
| Gollaprolu (a) ... | 8 9 0 | 8 9 0 | 8 9 0 | 8 12 0 | 8 12 0 | " |
| Gudur and via (a)¶ | 10 14 0 | 10 14 0 | 10 14 0 | 11 0 0 | 11 0 0 | " |
| Guntur (a) ... | 10 8 7 | 10 8 7 | 10 8 7 | 10 11 7 | 10 11 7 | Via Asansol, Waltair & Tenali. |
| Jalarpet and via (a) ... | 15 8 6 | 15 6 6 | 15 6 6 | 15 8 6 | 15 8 6 | Via Asansol, Waltair & Madras. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. transhipment charge of Re. 0-4-6 per ton at Guntakal.

† In booking via Bangalore City or via Bowringpet to Stations on the Mysore Railways a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

‡ In booking via Arkonam to stations on the S. I. Ry. a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

¶ In booking via Bezwada or via Gudur to stations on the metre gauge section of the M. S. M. Ry. and via the usual transhipment charge must be levied in addition to these rates.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Rajhara | Rajhara Siding | Bermo | Ranchi Road | Ray | Route |
|-------------------------------------------------|----------------------|----------------------|---------------------|----------------------|----------------------|----------------------------------|
| Ampapuram (a) ... | Rs. a. p. 10 9 0d | Rs. a. p. 10 9 0d | Rs. a. p. 9 9 0e | Rs. a. p. 9 11 0d | Rs. a. p. 9 14 0d | Via Asansol and Waltair. |
| Anakapalle (a) ... | 9 5 0d | 9 5 0d | 8 5 0e | 8 7 0d | 8 9 0d | " |
| Arkonam and via (a)† | 13 15 8d | 13 15 8d | 12 15 8e | 13 1 8d | 13 6 8d | Via Asansol, Waltair & Madras. |
| Bangalore City & via (a)† | 18 10 6d | 18 10 6d | 17 10 6e | 17 12 6d | 17 15 6y | " |
| Bangalore Cantt. (a)† | 18 10 6d | 18 10 6d | 17 10 6e | 17 12 6d | 18 1 6d | " |
| Bezwada and via (a)¶ | 10 11 0d | 10 11 0d | 9 11 0e | 9 14 0d | 10 0 0d | Via Asansol and Waltair. |
| Rhattiprolu (a) ... | 11 0 0d | 11 0 0d | 9 14 0e | 10 2 0d | 10 5 0d | Via Asansol, Waltair and Tenali. |
| Bhilavadi (b) ... | 15 11 7 | 15 13 7 | 16 8 7 | 16 4 7 | 16 6 7 | Via Naini and Poona. |
| Bhimavaram (a) ... | 10 5 0d | 10 5 0d | 9 5 0e | 9 7 0d | 9 11 0d | Via Asansol and Waltair. |
| Bijapur (b) ... | 13 14 0 | 13 14 0 | 14 11 0 | 14 7 0 | 14 9 0 | Via Naini and Hotgi. |
| Birur and via (a) ... | 21 6 3j | 21 6 3j | 20 12 5e | 20 10 11y | 20 12 11y | Via Asansol, Waltair & Madras. |
| Bowringpet and via (a)† | 17 8 5d | 17 8 5d | 16 8 5e | 16 10 5d | 16 15 5d | " |
| Budhgaon (z) ... | 15 8 11 | 15 10 11 | 16 6 11 | 16 1 11 | 16 3 11 | Via Naini, Kurduwadi and Miraj. |
| Chinchli (z) ... | 16 2 0 | 16 4 0 | 17 0 0 | 16 11 0 | 16 13 0 | " |
| Coconada Port and Coconada Town (a) ... | 9 14 0d | 9 14 0d | 8 14 0e | 9 0 0d | 9 2 0d | Via Asansol and Waltair. |
| Denduluru (a) ... | 10 7 0d | 10 7 0d | 9 5 0e | 9 9 0d | 9 11 0d | " |
| Via Dronachellam for N. S. Ry. stations (c) ... | 16 6 3 | 16 6 3 | 15 11 3 | 15 9 3 | 15 11 3 | Via Naini and Raichur. |
| Durgada (a) ... | 9 11 0d | 9 11 0d | 8 9 0e | 8 14 0d | 9 0 0d | Via Asansol and Waltair. |
| Ellore (a) ... | 10 7 0d | 10 7 0d | 9 7 0e | 9 9 0d | 9 11 0d | " |
| Gollaprolu (a) ... | 9 11 0d | 9 11 0d | 8 12 0e | 8 14 0d | 9 0 0d | " |
| Gudur and via (a)¶ | 12 0 0d | 12 0 0d | 11 0 0e | 11 2 0d | 11 4 0d | " |
| Guntur (a) ... | 11 11 7d | 11 11 7d | 10 11 7e | 10 13 7d | 10 15 7d | Via Asansol, Waltair & Tenali. |
| Jalarpet and via (a) ... | 16 8 6d | 16 8 6d | 15 8 6e | 15 10 6d | 15 15 6d | Via Asansol, Waltair & Madras. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the E. I. Railway terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. transhipment charge of Re. 0-4-6 per ton at Guntakal.

† In booking via Bangalore City or via Bowringpet to Stations on the Mysore Railways a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

‡ In booking via Arkonam to stations on the S. I. Ry. a transhipment charge of As. 4-6 per ton must be levied in addition to these rates.

¶ In booking via Bezwada or via Gudur to stations on the metre gauge section of the M. S. M. Ry. and via the usual transhipment charge must be levied in addition to these rates.

(d) These rates apply via Barkakana and Waltair.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

(e) These rates apply via Chandrapura and Waltair.

(j) These rates apply via Naini and Hotgi and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and a transhipment charge of Re. 0-4-6 per ton at Hotgi.

(y) These rates apply via Barkakana Nagpur, Balharsha and Dronachellam and include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and N. S. Railway terminal charge of Re. 0-2-3 per ton at Secunderabad.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Ondal | Ukha | Pandaveswar | Darulah Siding | Samla No. 4 | Route |
|----------------------------------------------------|-----------|-----------|-------------|----------------|-------------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Katpadi and via (c) | 13 2 2 | 13 2 2 | 13 4 2 | 13 4 2 | 13 4 2 | Via Asansol, Waltair and Gudur. |
| Kolankondaquarry (a) | 9 9 0 | 9 11 0 | 9 11 0 | 9 11 0 | 9 11 0 | Via Asansol and Waltair. |
| Kolhapur (z) | 16 15 4 | 16 15 4 | 17 2 4 | 17 2 4 | 17 2 4 | Via Naini, Kurduwadi & Miraj. |
| Kollur Road (a) | 9 11 0 | 9 14 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Korukkuppettai (a)† | 11 7 0 | 11 9 0 | 11 9 0 | 11 9 0 | 11 9 0 | Via Asansol and Waltair. |
| Kovvur (a) | 9 0 0 | 9 0 0 | 9 0 0 | 9 0 0 | 9 0 0 | " |
| Kistna Canal (a) | 9 9 0 | 9 11 0 | 9 11 0 | 9 11 0 | 9 11 0 | " |
| Krishnapuram (c) | 15 6 6 | 15 6 6 | 15 8 6 | 15 8 6 | 15 8 6 | Via Asansol, Waltair, Gudur and Renigunta. |
| Krishnarajapuram (a) | 17 4 0 | 17 6 0 | 17 6 0 | 17 6 0 | 17 6 0 | Via Asansol, Waltair & Madras. |
| Kirloskarvadi (b) | 16 2 0 | 16 4 0 | 16 4 0 | 16 4 0 | 16 4 0 | Via Naini and Poona. |
| Madras and via (a) | 11 7 0 | 11 9 0 | 11 9 0 | 11 9 0 | 11 9 0 | Via Asansol and Waltair. |
| Narasaravupet (d) | 11 13 3 | 11 13 3 | 11 15 3 | 11 15 3 | 11 15 3 | Via Asansol, Waltair & Bezwada. |
| Navabpalem (a) | 9 0 0 | 9 2 0 | 9 2 0 | 9 2 0 | 9 2 0 | Via Asansol and Waltair. |
| Nellore (a) | 10 11 0 | 10 11 0 | 10 14 0 | 10 14 0 | 10 14 0 | " |
| Nidadavolu (a) | 9 0 0 | 9 0 0 | 9 2 0 | 9 2 0 | 9 2 0 | " |
| Pallikona (a) | 9 14 0 | 9 14 0 | 9 14 0 | 10 0 0 | 10 0 0 | Via Asansol, Waltair & Tenali. |
| Peddavadlapudi (a) | 9 9 0 | 9 11 0 | 9 11 0 | 9 11 0 | 9 11 0 | Via Asansol and Waltair. |
| Rajahmundry (a) | 8 14 0 | 9 0 0 | 9 0 0 | 9 0 0 | 9 0 0 | " |
| Regupalem (a) | 8 5 0 | 8 7 0 | 8 7 0 | 8 7 0 | 8 7 0 | " |
| Repalle (a) | 9 14 0 | 9 14 0 | 10 0 0 | 10 0 0 | 10 0 0 | Via Asansol, Waltair & Tenali. |
| Samalkot (a) | 8 12 0 | 8 12 0 | 8 12 0 | 8 14 0 | 8 12 0 | Via Asansol and Waltair. |
| Sangam Jagarlamudi (a) | 9 15 6 | 9 15 6 | 10 2 6 | 10 2 6 | 10 2 6 | Via Asansol, Waltair & Tenali. |
| Sangli (z) | 16 15 4 | 16 15 4 | 17 2 4 | 17 2 4 | 17 2 4 | Via Naini, Kurduwadi and Miraj. |
| Sholinghur (a) | 13 2 3 | 13 4 3 | 13 4 3 | 13 4 3 | 13 4 3 | Via Asansol, Waltair & Madras. |
| Stuartpuram (a) | 9 14 0 | 10 0 0 | 10 0 0 | 10 0 0 | 10 0 0 | Via Asansol and Waltair. |
| Tadepalligudem (a) | 9 2 0 | 9 2 0 | 9 2 0 | 9 2 0 | 9 2 0 | " |
| Tenali (a) | 9 11 0 | 9 11 0 | 9 14 0 | 9 14 0 | 9 14 0 | " |
| Tondiarpet (a)† | 11 7 0 | 11 9 0 | 11 9 0 | 11 9 0 | 11 9 0 | " |
| Unguturu (a) | 9 2 0 | 9 2 0 | 9 5 0 | 9 5 0 | 9 5 0 | " |
| Uppugundur (a) | 10 2 0 | 10 2 0 | 10 2 0 | 10 2 0 | 10 2 0 | " |
| Vejendla (a) | 9 15 6 | 9 15 6 | 10 2 6 | 10 2 6 | 10 2 6 | Via Asansol, Waltair & Tenali. |
| Zampani (a) | 9 11 0 | 9 14 0 | 9 14 0 | 9 14 0 | 9 14 0 | " |
| All stations on the Kolar Gold-Fields State Ry (a) | 16 13 3 | 16 15 3 | 16 15 3 | 16 15 3 | 16 15 3 | Via Asansol, Waltair Madras & Bowringpet. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transshipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. S. M. Ry. As. 4 per ton and a transshipment charge of As. 4-6 per ton at Gudur.

(d) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. & S. M. Ry. As. 4 per ton and a transshipment charge of As. 4-6 per ton at Bezwada.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

† Booking not to exceed two wagons at a time.

† Open for traffic intended for Burmah Shell Oil Storage and Distributing Co.'s siding only, the siding charge to be levied in addition.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Palasthali | Panchra | Raniganj | Raniganj Siding, (Bengal Coal Co.) | Raniganj Ghat | Route. |
|-----------------------------------------------------|------------|-----------|-----------|------------------------------------------|---------------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Katpadi and via (c) | 13 6 2 | 13 4 2 | 13 2 2 | 13 2 2 | 13 2 2 | Via Asansol, Waltair and Gudur. |
| Kolankondaquarry (a) | 9 14 0 | 9 11 0 | 9 9 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Kolhapur (z) | 17 4 4 | 17 2 4 | 16 15 4 | 16 15 4 | 16 15 4 | Via Naini, Kurduwadi & Miraj. |
| Kollur Road (a) ... | 10 0 0 | 9 14 0 | 9 11 0 | 9 11 0 | 9 11 0 | Via Asansol, Waltair & Tenali. |
| Korukkuppettai (a)† | 11 11 0 | 11 9 0 | 11 7 0 | 11 7 0 | 11 7 0 | Via Asansol and Waltair. |
| Kovvur (a) ... | 9 2 0 | 9 0 0 | 8 14 0 | 8 14 0 | 8 14 0 | " |
| Kistna Canal (a) ... | 9 14 0 | 9 11 0 | 9 9 0 | 9 9 0 | 9 9 0 | " |
| Krishnapuram (c) | 15 10 6 | 15 8 6 | 15 6 6 | 15 6 6 | 15 6 6 | Via Asansol, Waltair, Gudur and Renigunta. |
| Krishnarajapuram (a) | 17 8 0 | 17 6 0 | 17 4 0 | 17 4 0 | 17 4 0 | Via Asansol, Waltair & Madras. |
| Kirloskarvadi (b) ... | 16 7 0 | 16 4 0 | 16 2 0 | 16 2 0 | 16 2 0 | Via Naini and Poona. |
| Madras and via (a) | 11 11 0 | 11 9 0 | 11 7 0 | 11 7 0 | 11 7 0 | Via Asansol and Waltair. |
| Narasaravupet (d) | 12 2 3 | 11 15 3 | 11 13 3 | 11 13 3 | 11 13 3 | Via Asansol, Waltair & Bezwada. |
| Navabpalem (a) ... | 9 5 0 | 9 2 0 | 9 0 0 | 9 0 0 | 9 0 0 | Via Asansol and Waltair. |
| Nellore (a) ... | 10 14 0 | 10 14 0 | 10 11 0 | 10 11 0 | 10 11 0 | " |
| Nildadavolu (a) ... | 9 5 0 | 9 2 0 | 9 0 0 | 9 0 0 | 9 0 0 | " |
| Pallikona (a) ... | 10 0 0 | 10 0 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Peddavadlapudi (a) | 9 14 0 | 9 11 0 | 9 9 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Rajahmundry (a) ... | 9 2 0 | 9 0 0 | 8 14 0 | 8 14 0 | 8 14 0 | " |
| Regupalem (a) ... | 8 9 0 | 8 7 0 | 8 5 0 | 8 5 0 | 8 5 0 | " |
| Repalle (a) ... | 10 2 0 | 10 0 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Samalkot (a) ... | 8 14 0 | 8 14 0 | 8 12 0 | 8 12 0 | 8 12 0 | Via Asansol and Waltair. |
| Sangam Jagarlamudi (a) | 10 4 6 | 10 2 6 | 9 15 6 | 9 15 6 | 9 15 6 | Via Asansol Waltair & Tenali. |
| Sangli (z) ... | 17 4 4 | 17 2 4 | 16 15 4 | 16 15 4 | 16 15 4 | Via Naini, Kurduwadi and Miraj. |
| Sholloghur (a) ... | 13 6 3 | 13 4 3 | 13 2 3 | 13 2 3 | 13 2 3 | Via Asansol, Waltair & Madras. |
| Stuartpuram (a) ... | 10 2 0 | 10 0 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol and Waltair. |
| Tadepalligudem (a) | 9 5 0 | 9 5 0 | 9 0 0 | 9 0 0 | 9 2 0 | " |
| Tenali (a) ... | 10 0 0 | 9 14 0 | 9 11 0 | 9 11 0 | 9 11 0 | " |
| Tondiarpet (a)† | 11 11 0 | 11 9 0 | 11 7 0 | 11 7 0 | 11 7 0 | " |
| Unguturu (a) ... | 9 5 0 | 9 5 0 | 9 2 0 | 9 2 0 | 9 2 0 | " |
| Uppugundur (a) ... | 10 5 0 | 10 2 0 | 10 0 0 | 10 0 0 | 10 0 0 | " |
| Vejendla (a) ... | 10 4 6 | 10 2 6 | 9 15 6 | 9 15 6 | 9 15 6 | Via Asansol, Waltair & Tenali. |
| Zampani (a) | 10 0 0 | 9 14 0 | 9 11 0 | 9 11 0 | 9 11 0 | " |
| All stations on the Kolar Gold-Fields State Ry. (a) | 17 1 3 | 16 15 3 | 16 13 3 | 16 13 3 | 16 13 3 | Via Asansol, Waltair, Madras & Bowringpet. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Gudur.

(d) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. & S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Bezwada.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

† Booking not to exceed two wagons at a time.

† Open for traffic intended for Burmah Shell Oil Storage and Distributing Co.'s siding only, the siding charge to be levied in addition.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Kalipahar | Asansol | Dharka | Jaint Siding | Karmatar | Route. |
|-----------------------------------------------------|-----------|-----------|-----------|--------------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Katpadi and via (c) | 13 2 2 | ... | 13 2 2 | 13 4 2 | 13 4 2 | Via Asansol, Waltair and Gudur. |
| Kolankondaquarry (a) | 9 9 0 | ... | 9 9 0 | 9 14 0 | 9 11 0 | Via Asansol and Waltair. |
| Kolhapur (z) | 16 13 4 | 16 13 4 | 16 13 4 | 17 2 4 | 17 2 4 | Via Naini, Kurduwadi & Miraj. |
| Kollur Road (a) | 9 11 0 | ... | 9 11 0 | 10 0 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Korukkuppettai (a)† | 11 7 0 | ... | 11 7 0 | 11 11 0 | 11 9 0 | Via Asansol and Waltair. |
| Kovvur (a) | 8 14 0 | ... | 8 14 0 | 9 2 0 | 9 2 0 | " |
| Kistna Canal (a) | 9 9 0 | ... | 9 7 0 | 9 11 0 | 9 11 0 | " |
| Krishnapuram (c) | 15 3 6 | ... | 15 3 6 | 15 8 6 | 15 8 6 | Via Asansol, Waltair, Gudur and Renigunta. |
| Krishnarajapuram (a) | 17 4 0 | ... | 17 4 0 | 17 8 0 | 17 6 0 | Via Asansol, Waltair & Madras. |
| Kirloskarvadi (b) | 16 2 0 | 16 0 0 | 16 2 0 | 16 7 0 | 16 4 0 | Via Naini and Poona. |
| Madras and via (a) | 11 7 0 | ... | 11 7 0 | 11 11 0 | 11 9 0 | Via Asansol and Waltair. |
| Narasaravupet (d) | 11 11 3 | ... | 11 11 3 | 11 15 3 | 11 15 3 | Via Asansol, Waltair & Bezwada. |
| Navabpalem (a) | 9 0 0 | ... | 9 0 0 | 9 5 0 | 9 2 0 | Via Asansol and Waltair. |
| Nellore (a) | 10 9 0 | ... | 10 9 0 | 10 14 0 | 10 14 0 | " |
| Nidadavolu (a) | 8 14 0 | ... | 8 14 0 | 9 2 0 | 9 2 0 | " |
| Pallikona (a) | 9 11 0 | ... | 9 11 0 | 10 0 0 | 10 0 0 | Via Asansol, Waltair & Tenali. |
| Peddavadiapudi (a) | 9 9 0 | ... | 9 9 0 | 9 14 0 | 9 11 0 | Via Asansol and Waltair. |
| Rajahmundry (a) | 8 14 0 | ... | 8 14 0 | 9 2 0 | 9 0 0 | " |
| Regupalem (a) | 8 5 0 | ... | 8 3 0 | 8 7 0 | 8 7 0 | " |
| Repalle (a) | 9 11 0 | ... | 9 11 0 | 10 0 0 | 10 0 0 | Via Asansol, Waltair & Tenali. |
| Samalkot (a) | 8 9 0 | ... | 8 9 0 | 8 14 0 | 8 14 0 | Via Asansol and Waltair. |
| Sangam Jagarlamudi (a) | 9 13 6 | ... | 9 13 6 | 10 2 6 | 10 2 6 | Via Asansol Waltair & Tenali. |
| Sangli (z) | 16 13 4 | 16 13 4 | 16 13 4 | 17 2 4 | 17 2 4 | Via Naini, Kurduwadi and Miraj. |
| Sholinghur (a) | 13 2 3 | ... | 13 2 3 | 13 6 3 | 13 4 3 | Via Asansol, Waltair & Madras. |
| Stuartpuram (a) | 9 14 0 | ... | 9 14 0 | 10 2 0 | 10 0 0 | Via Asansol and Waltair. |
| Tadepalligudem (a) | 9 0 0 | ... | 9 0 0 | 9 5 0 | 9 5 0 | " |
| Tenali (a) | 9 9 0 | ... | 9 9 0 | 9 14 0 | 9 14 0 | " |
| Tondiarpet (a)† | 11 7 0 | ... | 11 7 0 | 11 11 0 | 11 9 0 | " |
| Unguturu (a) | 9 0 0 | ... | 9 0 0 | 9 5 0 | 9 5 0 | " |
| Uppugundur (a) | 10 0 0 | ... | 10 0 0 | 10 5 0 | 10 5 0 | " |
| Vejendla (a) | 9 13 6 | ... | 9 13 6 | 10 2 6 | 10 2 6 | Via Asansol, Waltair & Tenali. |
| Zampani (a) | 9 11 0 | ... | 9 11 0 | 10 0 0 | 9 14 0 | " |
| All stations on the Kolar Gold-Fields State Ry. (a) | 16 13 3 | ... | 16 13 3 | 17 1 3 | 16 15 3 | Via Asansol, Waltair, Madras & Bowringpet. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Gudur.

(d) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. & S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Bezwada.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

† Booking not to exceed two wagons at a time.

† Open for traffic intended for Burmah Shell Oil Storage and Distributing Co.'s siding only, the siding charge to be levied in addition.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Sitarampur | Shamdi | Kulti | Barakar | Mugma | Route |
|-----------------------------------------------------|------------|-----------|-----------|-----------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Katpadi and via (c) | 13 2 2 | 13 2 2 | 13 2 2 | 13 2 2 | 13 2 2 | Via Asansol, Waltair and Gudur. |
| Kolankondaquarry (a) | 9 9 0 | 9 9 0 | 9 9 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Kolhapur (z) | 16 15 4 | 16 15 4 | 16 15 4 | 16 15 4 | 16 15 4 | Via Naini Kurduwadi & Miraj. |
| Kollur Road (a) | 9 11 0 | 9 11 0 | 9 11 0 | 9 11 0 | 9 11 0 | Via Asansol, Waltair & Tenali. |
| Korukkuppettai (a)† | 11 7 0 | 11 7 0 | 11 7 0 | 11 7 0 | 11 7 0 | Via Asansol and Waltair. |
| Kovvur (a) | 8 14 0 | 8 14 0 | 8 14 0 | 8 14 0 | 9 0 0 | " |
| Kistna Canal (a) | 9 9 0 | 9 9 0 | 9 9 0 | 9 9 0 | 9 9 0 | " |
| Krishnapuram (c) | 15 6 6 | 15 6 6 | 15 6 6 | 15 6 6 | 15 6 6 | Via Asansol, Waltair, Gudur and Renigunta. |
| Krishnarajapuram (a) | 17 4 0 | 17 4 0 | 17 4 0 | 17 4 0 | 17 4 0 | Via Asansol, Waltair & Madras. |
| Kirloskarvadi (b) | 16 2 0 | 16 2 0 | 16 2 0 | 16 2 0 | 16 2 0 | Via Naini and Poona. |
| Madras and via (a) | 11 7 0 | 11 7 0 | 11 7 0 | 11 7 0 | 11 7 0 | Via Asansol and Waltair. |
| Narasaravupet (d) | 11 11 3 | 11 13 3 | 11 13 3 | 11 13 3 | 11 13 3 | Via Asansol, Waltair & Bezwada. |
| Navabpalem (a) | 9 0 0 | 9 0 0 | 9 0 0 | 9 0 0 | 9 0 0 | Via Asansol and Waltair. |
| Nellore (a) | 10 9 0 | 10 11 0 | 10 11 0 | 10 11 0 | 10 11 0 | " |
| Nidadavolu (a) | 8 14 0 | 9 0 0 | 9 0 0 | 9 0 0 | 9 0 0 | " |
| Pallikona (a) | 9 11 0 | 9 14 0 | 9 11 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Peddavadalpudi (a) | 9 9 0 | 9 9 0 | 9 9 0 | 9 9 0 | 9 9 0 | Via Asansol and Waltair. |
| Rajahmundry (a) | 8 14 0 | 8 14 0 | 8 14 0 | 8 14 0 | 8 14 0 | " |
| Regupalem (a) | 8 5 0 | 8 5 0 | 8 5 0 | 8 5 0 | 8 5 0 | " |
| Repalle (a) | 9 11 0 | 9 14 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Samalkot (a) | 8 9 0 | 8 12 0 | 8 9 0 | 8 9 0 | 8 12 0 | Via Asansol and Waltair. |
| Sangam Jagarlamudi (a) | 9 13 6 | 9 15 6 | 9 15 6 | 9 15 6 | 9 15 6 | Via Asansol, Waltair & Tenali. |
| Sangli (z) | 16 15 4 | 16 15 4 | 16 15 4 | 16 15 4 | 16 15 4 | Via Naini, Kurduwadi and Miraj. |
| Sholinghur (a) | 13 2 3 | 13 2 3 | 13 2 3 | 13 2 3 | 13 2 3 | Via Asansol, Waltair & Madras. |
| Stuartpuram (a) | 9 14 0 | 9 14 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol and Waltair. |
| Tadepalligudem (a) | 9 0 0 | 9 0 0 | 9 0 0 | 9 0 0 | 9 2 0 | " |
| Tenali (a) | 9 9 0 | 9 11 0 | 9 11 0 | 9 11 0 | 9 11 0 | " |
| Tondiarpet (a)† | 11 7 0 | 11 7 0 | 11 7 0 | 11 7 0 | 11 7 0 | " |
| Unguturu (a) | 9 0 0 | 9 2 0 | 9 2 0 | 9 2 0 | 9 2 0 | " |
| Uppugundur (a) | 10 0 0 | 10 0 0 | 10 0 0 | 10 0 0 | 10 2 0 | " |
| Vejendla (a) | 9 13 6 | 9 15 6 | 9 15 6 | 9 15 6 | 9 15 6 | Via Asansol, Waltair & Tenali. |
| Zampani (a) | 9 11 0 | 9 11 0 | 9 11 0 | 9 11 0 | 9 11 0 | " |
| All stations on the Kolar Gold-Fields State Ry. (a) | 16 13 3 | 16 13 3 | 16 13 3 | 16 13 3 | 16 13 3 | Via Asansol, Waltair, Madras & Bowringpet. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transshipment charge of of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. S. M. Ry. As. 4 per ton and a transshipment charge of As. 4-6 per ton at Gudur.

(d) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. & S. M. Ry. As. 4 per ton and a transshipment charge of As. 4-6 per ton at Bezwada.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

† Booking not to exceed two wagons at a time.

† Open for traffic intended for Burmah Shell Oil Storage and Distributing Co.'s siding only, the siding charge to be levied in addition.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Station | Mugma West | Kaloobathan | Dhanbad | Kusunda, Jheriah, Pathardihi & Katrasgarh | Serampur | Route |
|-----------------------------------------------------|------------|-------------|-----------|-------------------------------------------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Katpadi and via (c) | 13 2 2 | 13 2 2 | 13 4 2 | 13 2 2 | 13 8 2 | Via Asansol, Waltair and Gudur. |
| Kolankondaquarry (a) | 9 9 0 | 9 11 0 | 9 11 0 | 9 7 0 | 10 0 0 | Via Asansol and Waltair. |
| Kolhapur (z) | 16 15 4 | 16 15 4 | 17 2 4 | 16 13 4 | 17 6 4 | Via Naini, Kurduwadi & Miraj. |
| Kollur Road (a) | 9 11 0 | 9 14 0 | 9 14 0 | 9 11 0 | 10 2 0 | Via Asansol, Waltair & Tenali. |
| Korukkuppettai(a)† | 11 7 0 | 11 9 0 | 11 9 0 | 11 7 0 | 11 14 0 | Via Asansol and Waltair. |
| Kovvur (a) | 9 0 0 | 9 0 0 | 9 2 0 | 8 14 0 | 9 7 0 | " |
| Kistna Canal (a) | 9 9 0 | 9 9 0 | 9 11 0 | 9 7 0 | 10 0 0 | " |
| Krishnapuram (c) | 15 6 6 | 15 6 6 | 15 8 6 | 15 3 6 | 15 12 6 | Via Asansol, Waltair, Gudur and Renigunta. |
| Krishnarajapuram (a) | 17 4 0 | 17 6 0 | 17 6 0 | 17 4 0 | 17 11 0 | Via Asansol Waltair & Madras. |
| Kirloskarvadi (b) | 16 2 0 | 16 2 0 | 16 4 0 | 16 0 0 | 16 9 0 | Via Naini and Poona. |
| Madras and via (a) | 11 7 0 | 11 9 0 | 11 9 0 | 11 7 0 | 11 14 0 | Via Asansol and Waltair. |
| Narasaravupet (d) | 11 13 3 | 11 13 3 | 11 15 3 | 11 11 3 | 12 4 3 | Via Asansol Waltair & Bezwada. |
| Navabpalem (a) | 9 0 0 | 9 2 0 | 9 2 0 | 9 0 0 | 9 7 0 | Via Asansol and Waltair. |
| Nellore (a) | 10 11 0 | 10 11 0 | 10 14 0 | 10 9 0 | 11 2 0 | " |
| Nidadavolu (a) | 9 0 0 | 9 0 0 | 9 2 0 | 8 14 0 | 9 7 0 | " |
| Pallikona (a) | 9 14 0 | 9 14 0 | 10 0 0 | 9 11 0 | 10 5 0 | Via Asansol, Waltair & Tenali. |
| Peddavadalpudi (a) | 9 9 0 | 9 11 0 | 9 11 0 | 9 9 0 | 10 0 0 | Via Asansol and Waltair |
| Rajahmundry (a) | 8 14 0 | 9 0 0 | 9 0 0 | 8 14 0 | 9 5 0 | " |
| Regupalem (a) | 8 5 0 | 8 5 0 | 8 7 0 | 8 3 0 | 8 12 0 | " |
| Repalle (a) | 9 14 0 | 9 14 0 | 10 0 0 | 9 11 0 | 10 5 0 | Via Asansol, Waltair & Tenali. |
| Samalkot (a) | 8 12 0 | 8 12 0 | 8 14 0 | 8 9 0 | 9 2 0 | Via Asansol and Waltair. |
| Sangam Jagarlamudi (a) | 9 15 6 | 9 15 6 | 10 2 6 | 9 13 6 | 10 6 6 | Via Asansol Waltair & Tenali. |
| Sangli (z) | 16 15 4 | 16 15 4 | 17 2 4 | 16 13 4 | 17 6 4 | Via Naini, Kurduwadi and Miraj. |
| Sholinghur (a) | 13 2 3 | 13 4 3 | 13 4 3 | 13 2 3 | 13 9 3 | Via Asansol, Waltair & Madras. |
| Stuartpuram (a) | 10 0 0 | 10 0 0 | 10 2 0 | 9 14 0 | 10 5 0 | Via Asansol and Waltair. |
| Tadepalligudem (a) | 9 2 0 | 9 2 0 | 9 5 0 | 9 0 0 | 9 9 0 | " |
| Tenali (a) | 9 11 0 | 9 11 0 | 9 14 0 | 9 9 0 | 10 2 0 | " |
| Tondiarpet (a)† | 11 7 0 | 11 9 0 | 11 9 0 | 11 7 0 | 11 14 0 | " |
| Unguturu (a) | 9 2 0 | 9 2 0 | 9 5 0 | 9 0 0 | 9 9 0 | " |
| Uppugundur (a) | 10 2 0 | 10 2 0 | 10 5 0 | 10 0 0 | 10 9 0 | " |
| Vejendla (a) | 9 15 6 | 9 15 6 | 10 2 6 | 9 13 6 | 10 6 6 | Via Asansol, Waltair & Tenali. |
| Zampani (a) | 9 11 0 | 9 14 0 | 9 14 0 | 9 9 0 | 10 2 0 | " |
| All stations on the Kolar Gold-Fields State Ry. (a) | 16 13 3 | 16 15 3 | 16 15 3 | 16 13 3 | 17 4 3 | Via Asansol, Waltair, Madras & Bowringpet. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton, and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Gudur.

(d) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. & S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Bezwada.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

† Booking not to exceed two wagons at a time.

† Open for traffic intended for Burmah Shell Oil Storage and Distributing Co.'s siding only, the siding charge to be levied in addition.

N. B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Kurhurbaree | Domohani No. 2 | Chara | Toposi | Singarai | Route |
|-----------------------------------------------------|-------------|----------------|-----------|-----------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Katpadi and via (c) | 13 8 2 | 13 11 2 | 13 2 2 | 13 2 2 | 13 2 2 | Via Asansol, Waltair and Gudur. |
| Kolankondaquarry (a) | 10 0 0 | 10 0 0 | 9 11 0 | 9 11 0 | 9 11 0 | Via Asansol and Waltair. |
| Kolhapur (z) | 17 6 4 | 17 6 4 | 17 2 4 | 16 15 4 | 17 2 4 | Via Naini, Kurduwadi & Miraj. |
| Kollur Road (a) ... | 10 2 0 | 10 5 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Korukkuppettai (a)† | 11 14 0 | 12 0 0 | 11 9 0 | 11 9 0 | 11 9 0 | Via Asansol and Waltair. |
| Kovvur (a) ... | 9 7 0 | 9 7 0 | 9 0 0 | 9 0 0 | 9 0 0 | " |
| Kistna Canal (a) ... | 10 0 0 | 10 0 0 | 9 11 0 | 9 9 0 | 9 11 0 | " |
| Krishnapuram (c) ... | 15 12 6 | 15 12 6 | 15 6 6 | 15 6 6 | 15 6 6 | Via Asansol, Waltair, Gudur and Renigunta. |
| Krishnarajapuram (a) | 17 11 0 | 17 13 0 | 17 6 0 | 17 6 0 | 17 6 0 | Via Asansol, Waltair & Madras. |
| Kirloskarvadi (b) ... | 16 9 0 | 16 9 0 | 16 4 0 | 16 4 0 | 16 4 0 | Via Naini and Poona. |
| Madras and via (a) | 11 14 0 | 12 0 0 | 11 9 0 | 11 9 0 | 11 9 0 | Via Asansol and Waltair. |
| Narasaravupet (d) | 12 4 3 | 12 4 3 | 11 13 3 | 11 13 3 | 11 13 3 | Via Asansol Waltair & Bezwada. |
| Navabpalem (a) ... | 9 7 0 | 9 9 0 | 9 2 0 | 9 2 0 | 9 2 0 | Via Asansol and Waltair. |
| Nellore (a) ... | 11 2 0 | 11 2 0 | 10 11 0 | 10 11 0 | 10 11 0 | " |
| Nidadavolu (a) ... | 9 7 0 | 9 7 0 | 9 0 0 | 9 0 0 | 9 0 0 | " |
| Palikona (a) ... | 10 5 0 | 10 5 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Peddavadlapudi (a) | 10 0 0 | 10 2 0 | 9 11 0 | 9 11 0 | 9 11 0 | Via Asansol and Waltair |
| Rajahmundry (a) ... | 9 5 0 | 9 7 0 | 9 0 0 | 9 0 0 | 9 0 0 | " |
| Regupalem (a) ... | 8 12 0 | 8 12 0 | 8 7 0 | 8 5 0 | 8 7 0 | " |
| Repalle (a) ... | 10 5 0 | 10 5 0 | 9 14 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Samalkot (a) ... | 9 2 0 | 9 2 0 | 8 12 0 | 8 12 0 | 8 12 0 | Via Asansol and Waltair. |
| Sangam Jagarlamudi (a) | 10 6 6 | 10 6 6 | 9 15 6 | 9 15 6 | 9 15 6 | Via Asansol, Waltair & Tenali. |
| Sangli (z) ... | 17 6 4 | 17 6 4 | 17 2 4 | 16 15 4 | 17 2 4 | Via Naini, Kurduwadi and Miraj. |
| Sholinghur (a) ... | 13 9 3 | 13 11 3 | 13 4 3 | 13 4 3 | 13 4 3 | Via Asansol, Waltair & Madras. |
| Stuartpuram (a) ... | 10 5 0 | 10 7 0 | 10 0 0 | 10 0 0 | 10 0 0 | Via Asansol and Waltair. |
| Tadepalligudem (a) | 9 9 0 | 9 9 0 | 9 2 0 | 9 2 0 | 9 2 0 | " |
| Tenali (a) ... | 10 2 0 | 10 2 0 | 9 11 0 | 9 11 0 | 9 11 0 | " |
| Tondiarpet (a)† | 11 14 0 | 12 0 0 | 11 9 0 | 11 9 0 | 11 9 0 | " |
| Unguturu (a) ... | 9 9 0 | 9 9 0 | 9 2 0 | 9 2 0 | 9 2 0 | " |
| Uppugundur (a) ... | 10 9 0 | 10 9 0 | 10 2 0 | 10 2 0 | 10 2 0 | " |
| Vejendla (a) ... | 10 6 6 | 10 6 6 | 9 15 6 | 9 15 6 | 9 15 6 | Via Asansol, Waltair & Tenali. |
| Zampani (a) | 10 2 0 | 10 2 0 | 9 14 0 | 9 14 0 | 9 14 0 | " |
| All stations on the Kolar Gold-Fields State Ry. (a) | 17 4 3 | 17 6 3 | 16 15 3 | 16 15 3 | 16 15 3 | Via Asansol, Waltair, Madras & Bowringpet. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton. and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Gudur.

(d) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. & S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Bezwada.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

† Booking not to exceed two wagons at a time.

† Open for traffic intended for Burmah Shell Oil Storage and Distributing Co.'s siding only, the siding charge to be levied in addition.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Ikrah | Jamuria | Barabani | Churulia | Gauraugdi | Route |
|-----------------------------------------------------|-----------|-----------|-----------|-----------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Katpadi and via (c) | 13 2 2 | 13 2 2 | 13 2 2 | 13 4 2 | 13 4 2 | Via Asansol, Waltair and Gudur. |
| Kolankondaquarry (a) | 9 11 0 | 9 9 0 | 9 9 0 | 9 11 0 | 9 11 0 | Via Asansol and Waltair. |
| Kolhapur (z) | 16 15 4 | 16 15 4 | 16 15 4 | 17 2 4 | 17 2 4 | Via Naini, Kurduwadi & Miraj. |
| Kollur Road (a) ... | 9 14 0 | 9 14 0 | 9 11 0 | 9 14 0 | 9 14 0 | Via Asansol, Waltair & Tenali. |
| Korukkuppettai (a)† | 11 9 0 | 11 7 0 | 11 7 0 | 11 9 0 | 11 9 0 | Via Asansol and Waltair. |
| Kovvur (a) ... | 9 0 0 | 9 0 0 | 8 14 0 | 9 0 0 | 9 2 0 | " |
| Kistna Canal (a) ... | 9 9 0 | 9 9 0 | 9 9 0 | 9 11 0 | 9 11 0 | " |
| Krishnapuram (c) ... | 15 6 6 | 15 6 6 | 15 6 6 | 15 8 6 | 15 8 6 | Via Asansol, Waltair, Gudur and Renigunta. |
| Krishnarajapuram (a) | 17 6 0 | 17 4 0 | 17 4 0 | 17 6 0 | 17 6 0 | Via Asansol, Waltair & Madras. |
| Kirloskarvadi (b) ... | 16 2 0 | 16 2 0 | 16 2 0 | 16 4 0 | 16 4 0 | Via Naini and Poona. |
| Madras and via (a) | 11 9 0 | 11 7 0 | 11 7 0 | 11 9 0 | 11 9 0 | Via Asansol and Waltair. |
| Narasaravupet (d) | 11 13 3 | 11 13 3 | 11 13 3 | 11 15 3 | 11 15 3 | Via Asansol, Waltair & Bezwada. |
| Navabpalem (a) ... | 9 2 0 | 9 0 0 | 9 0 0 | 9 2 0 | 9 2 0 | Via Asansol and Waltair. |
| Nellore (a) ... | 10 11 0 | 10 11 0 | 10 11 0 | 10 14 0 | 10 14 0 | " |
| Nidadavolu (a) ... | 9 0 0 | 9 0 0 | 9 0 0 | 9 2 0 | 9 2 0 | " |
| Pallikona (a) ... | 9 14 0 | 9 14 0 | 9 14 0 | 9 14 0 | 10 0 0 | Via Asansol, Waltair & Tenali. |
| Peddavadlapudi (a) | 9 11 0 | 9 9 0 | 9 9 0 | 9 11 0 | 9 11 0 | Via Asansol and Waltair. |
| Rajahmundry (a) ... | 9 0 0 | 8 14 0 | 8 14 0 | 9 0 0 | 9 0 0 | " |
| Regupalem (a) ... | 8 5 0 | 8 5 0 | 8 5 0 | 8 7 0 | 8 7 0 | " |
| Repalle (a) ... | 9 14 0 | 9 14 0 | 9 14 0 | 10 0 0 | 10 0 0 | Via Asansol, Waltair & Tenali. |
| Samalkot (a) ... | 8 12 0 | 8 12 0 | 8 12 0 | 8 12 0 | 8 14 0 | Via Asansol and Waltair. |
| Sangam Jagarlamudi (a) | 9 15 6 | 9 15 6 | 9 15 6 | 10 2 6 | 10 2 6 | Via Asansol, Waltair & Tenali. |
| Sangli (z) ... | 16 15 4 | 16 15 4 | 16 15 4 | 17 2 4 | 17 2 4 | Via Naini, Kurduwadi and Miraj. |
| Sholinghur (a) ... | 13 4 3 | 13 2 3 | 13 2 3 | 13 4 3 | 13 4 3 | Via Asansol, Waltair & Madras. |
| Stuartpuram (a) ... | 10 0 0 | 10 0 0 | 9 14 0 | 10 0 0 | 10 0 0 | Via Asansol and Waltair. |
| Tadepalligudem (a) | 9 2 0 | 9 2 0 | 9 2 0 | 9 2 0 | 9 5 0 | " |
| Tenali (a) ... | 9 11 0 | 9 11 0 | 9 11 0 | 9 14 0 | 9 14 0 | " |
| Tondiarpet (a)† | 11 9 0 | 11 7 0 | 11 7 0 | 11 9 0 | 11 9 0 | " |
| Unguturu (a) ... | 9 2 0 | 9 2 0 | 9 2 0 | 9 5 0 | 9 5 0 | " |
| Uppugundur (a) ... | 10 2 0 | 10 2 0 | 10 0 0 | 10 2 0 | 10 5 0 | " |
| Vejendla (a) ... | 9 15 6 | 9 15 6 | 9 15 6 | 10 2 6 | 10 2 6 | Via Asansol, Waltair & Tenali. |
| Zampani (a) ... | 9 14 0 | 9 11 0 | 9 11 0 | 9 14 0 | 9 14 0 | " |
| All stations on the Kolar Gold-Fields State Ry. (a) | 16 15 3 | 16 13 3 | 16 13 3 | 16 15 3 | 16 15 3 | Via Asansol, Waltair, Madras & Bowringpet. |

(a) These rates include the following terminal and extra charges viz:—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgi or Poona.

(c) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. S. M. Ry. As. 4 per ton, and a transhipment charge of As. 4-6 per ton at Gudur.

(d) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. & S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Bezwada.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

† Booking not to exceed two wagons at a time.

† Open for traffic intended for *Burmah Shell Oil Storage and Distributing Co.'s siding only*, the siding charge to be levied in addition.

N.B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Stations | Rajhara | Rajhara Siding | Bermo | Ranchi Road | Ray | Route |
|-----------------------------------------------------|-----------|----------------|-----------|-------------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Katpadi and via (c) | 14 4 2d | 14 4 2d | 13 4 2e | 13 6 2d | 13 8 2d | Via Asansol, Waltair and Gudur. |
| Kolankondaquarry (a) | 10 11 0d | 10 11 0d | 9 11 0e | 9 14 0d | 10 0 0d | Via Asansol and Waltair. |
| Kolhapur (z) | 16 4 4 | 16 6 4 | 17 2 4 | 16 13 4 | 16 15 4 | Via Naini, Kurduwadi & Miraj. |
| Kollur Road (a) | 10 14 0d | 10 14 0d | 9 14 0e | 10 0 0d | 10 5 0d | Via Asansol, Waltair & Tenali. |
| Korukkuppattal (a)† | 12 9 0d | 12 9 0d | 11 9 0e | 11 11 0d | 12 0 0d | Via Asansol and Waltair. |
| Kovvur (a) | 10 0 0d | 10 0 0d | 9 0 0e | 9 2 0d | 9 7 0d | " |
| Kistna Canal (a) | 10 11 0d | 10 11 0d | 9 11 0e | 9 14 0d | 10 0 0d | " |
| Krishnapuram (c) | 16 8 6d | 16 8 6d | 15 8 6e | 15 10 6d | 15 12 6d | Via Asansol, Waltair, Gudur and Renigunta. |
| Krishnarajapuram (a) | 18 6 0d | 18 6 0d | 17 6 0e | 17 8 0d | 17 13 0d | Via Asansol, Waltair & Madras. |
| Kirloskarvadi (b) | 15 7 0 | 15 9 0 | 16 4 0 | 16 0 0 | 16 2 0 | Via Naini and Poona. |
| Madras and via (a) | 12 9 0d | 12 9 0d | 11 9 0e | 11 11 0d | 12 0 0d | Via Asansol and Waltair. |
| Narasaravupet (f) | 12 5 3d | 12 5 3d | 11 15 3e | 12 2 3d | 12 4 3d | Via Asansol, Waltair & Bezwada. |
| Navabpalem (a) | 10 2 0d | 10 2 0d | 9 2 0e | 9 5 0d | 9 9 0d | Via Asansol and Waltair. |
| Nellore (a) | 11 14 0d | 11 14 0d | 10 11 0e | 11 0 0d | 11 2 0d | " |
| Nidadavolu (a) | 10 2 0d | 10 2 0d | 9 2 0e | 9 5 0d | 9 7 0d | " |
| Pallikona (a) | 11 0 0d | 11 0 0d | 9 14 0e | 10 2 0d | 10 5 0d | Via Asansol, Waltair & Tenali. |
| Peddavadlapudi (a) | 10 11 0d | 10 11 0d | 9 11 0e | 9 14 0d | 10 2 0d | Via Asansol and Waltair. |
| Rajahmundry (a) | 10 0 0d | 10 0 0d | 9 0 0e | 9 2 0d | 9 7 0d | " |
| Regupalem (a) | 9 7 0d | 9 7 0d | 8 7 0e | 8 9 0d | 8 12 0d | " |
| Repalle (a) | 11 0 0d | 11 0 0d | 10 0 0e | 10 2 0d | 10 5 0d | Via Asansol, Waltair & Tenali. |
| Samalkot (a) | 9 14 0d | 9 14 0d | 8 12 0e | 9 0 0d | 9 2 0d | Via Asansol and Waltair. |
| Sangam Jagarlamudi (a) | 11 2 6d | 11 2 6d | 10 2 6e | 10 4 6d | 10 6 6d | Via Asansol, Waltair & Tenali. |
| Sangli (z) | 16 4 4 | 16 6 4 | 17 2 4 | 16 13 4 | 16 15 4 | Via Naini, Kurduwadi and Miraj. |
| Sholinghur (a) | 14 4 3d | 14 4 3d | 13 4 3e | 13 6 3d | 13 11 3d | Via Asansol, Waltair & Madras. |
| Stuartpuram (a) | 11 0 0d | 11 0 0d | 10 0 0e | 10 2 0d | 10 7 0d | Via Asansol and Waltair. |
| Tadepalligudem (a) | 10 5 0d | 10 5 0d | 9 2 0e | 9 7 0d | 9 9 0d | " |
| Tenali (a) | 10 14 0d | 10 14 0d | 9 14 0e | 10 0 0d | 10 2 0d | " |
| Tondiarpet (a)† | 12 9 0d | 12 9 0d | 11 9 0e | 11 11 0d | 12 0 0d | " |
| Unguturu (a) | 10 5 0d | 10 5 0d | 9 2 0e | 9 7 0d | 9 9 0d | " |
| Uppugundur (a) | 11 2 0d | 11 2 0d | 10 2 0e | 10 5 0d | 10 9 0d | " |
| Vejudla (a) | 11 2 6d | 11 2 6d | 10 2 6e | 10 4 6d | 10 6 6d | Via Asansol, Waltair & Tenali. |
| Zampani (a) | 10 14 0d | 10 14 0d | 9 14 0e | 10 0 0d | 10 2 0d | " |
| All stations on the Kolar Gold-Fields State Ry. (a) | 17 15 3d | 17 15 3d | 16 15 3e | 17 1 3d | 17 6 3d | Via Asansol, Waltair Madras & Bowringpet. |

(a) These rates include the following terminal and extra charges, viz :—E. I. Ry. As. 4 per ton and M. S. M. Ry. As. 4 per ton. (J) These rates apply via Barkakana and Waltair.

(b) These rates include the E. I. Ry. terminal charge of As. 4 per ton and a transhipment charge of As. 4-6 per ton leviable at Hotgl or Poona.

(c) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Gudur.

(f) These rates include the following terminal charges—E. I. Ry. As. 4 per ton, M. & S. M. Ry. As. 4 per ton and a transhipment charge of As. 4-6 per ton at Bezwada.

(z) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the transhipment charge of Re. 0-9-0 per ton at Kurduwadi and Miraj.

† Booking not to exceed two wagons at a time.

† Open for traffic intended for *Burmah Shell Oil Storage and Distributing Co.'s siding only.*

the siding charge to be levied in addition.

(e) These rates apply via Chandrapura and Waltair.

N.B.—For surcharge leviable in addition see paras. 2 and 3, page 853.

M. & S. M. Ry.

Table of through rates per ton for Coal Coke and Patent Fuel for the use of M. S. M. and other Foreign Railways in full wagon loads, at owner's risk, L, from the undermentioned E. I. Railway Colliery stations to the following stations on the M. S. M. Railway and *via* :—

| Stations. | Rezwade & <i>via</i> †† (<i>Via</i> Asansol and Waltair.) | Coonada Port (<i>Via</i> Asansol and Waltair.) § | Gudur and <i>via</i> (<i>Via</i> Asansol and Waltair.) † | Korukupetta (<i>Via</i> Asansol and Waltair.) † | Madras ‡ (<i>Via</i> Asan- sol and Waltair.) | Rajahmundry, (<i>Via</i> Asansol and Waltair.) § | Tenali. †† (<i>Via</i> Asan- sol and Waltair.) | †Katradi and <i>via</i> (for S. I. Ry. Loco. Coal) <i>Via</i> Asansol, Waltair and Gudur. |
|--------------------|------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------|------------------------------------------------------------|----------------------------------------------------|----------------------------------------------------------------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Ondal .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Ukhra .. | 9 8 0 | 8 12 0 | 10 14 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 10 0 | 12 11 5 |
| Pandaveswar .. | 9 10 0 | 8 12 0 | 11 0 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 13 0 | 12 13 5 |
| Darulah Siding .. | 9 10 0 | 8 12 0 | 11 0 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 13 0 | 12 13 5 |
| Samla No. 4 .. | 9 10 0 | 8 12 0 | 11 0 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 13 0 | 12 13 5 |
| Palasthali .. | 9 13 0 | 8 14 0 | 11 2 0 | 11 11 0 | 11 11 0 | 9 0 0 | 9 15 0 | 12 15 5 |
| Panchra .. | 9 10 0 | 8 12 0 | 11 0 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 13 0 | 12 13 5 |
| Raniganj .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Raniganj Siding .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Raniganj Ghat .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Kalipahari .. | 9 6 0 | 8 10 0 | 10 11 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 8 0 | 12 10 9 |
| Dhadka .. | 9 6 0 | 8 10 0 | 10 11 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 8 0 | 12 10 9 |
| Jainti Siding .. | 9 10 0 | 8 14 0 | 11 0 0 | 11 11 0 | 11 11 0 | 9 0 0 | 9 13 0 | 12 13 5 |
| Karmatar .. | 9 10 0 | 8 12 0 | 11 0 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 13 0 | 12 13 5 |
| Sitampur .. | 9 6 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 8 0 | 12 11 5 |
| Shamdih .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Kulti .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Barakar .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Mugma .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Mugma West .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Kaloobathan .. | 9 8 0 | 8 12 0 | 10 14 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 10 0 | 12 11 5 |
| Dhanbad .. | 9 10 0 | 8 12 0 | 11 0 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 13 0 | 12 13 5 |
| Kusunda .. | 9 6 0 | 8 7 0 | 10 11 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 8 0 | 12 10 9 |
| Jheriah .. | | | | | | | | |
| Pathardihi .. | | | | | | | | |
| Katrasgarh .. | | | | | | | | |
| Serampur .. | 9 15 0 | 9 0 0 | 11 4 0 | 11 14 0 | 11 14 0 | 9 3 0 | 10 1 0 | 13 1 5 |
| Kurhurbaree .. | 9 15 0 | 9 0 0 | 11 4 0 | 11 14 0 | 11 14 0 | 9 3 0 | 10 1 0 | 13 1 5 |
| Domohani No. 2 .. | 9 15 0 | 9 0 0 | 11 4 0 | 12 0 0 | 12 0 0 | 9 5 0 | 10 1 0 | 13 3 9 |
| Chara .. | 9 8 0 | 8 12 0 | 10 14 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 10 0 | 12 11 5 |
| Toposi .. | 9 8 0 | 8 12 0 | 10 14 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 10 0 | 12 11 5 |

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the M. S. M. Ry. terminal charge of Re. 0-4-0 per ton and a transshipment charge of Re. 0-4-6 per ton at Gudur.

‡ These rates include the following terminal and extra charges, *vis* :—

E. I. Ry. As. 4 per ton. M. S. M. Ry. As. 4 per ton.

§ These rates include the following terminals and extra charges, *vis* :—

E. I. Ry. As. 4 per ton. M. S. M. Ry. As. 2 per ton.

†† These rates include the following terminal and extra charges, *vis* :—

E. I. Ry. As. 4 per ton. M. S. M. Ry. As. 3 per ton.

¶ In booking M. S. M. Ry. Loco. Coal *via* Bezwada or *via* Gudur to stations on the Metre gauge Section of the M. S. M. Ry. transshipment charge is not levied. Transshipment charge of Re. 0-4-6 per ton is, however, leviable in the case of S. I. Ry. Loco. Coal.

N. B.—For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

| Station. | ¶Bezwada & via †† (Via Asansol and Waltair). | Coconada Port (Via Asansol and Waltair). § | ¶Gudur and via (Via Asansol and Waltair). † | Korukkupettai (Via Asansol and Waltair). † | Madras. † (Via Asansol and Waltair.) | Rajahmundry (Via Asansol and Waltair.) § | Tenali. †† (Via Asansol and Waltair.) | †Katpadi and via (for S. I. Ry. Loco Coal) Via Asansol, Waltair and Gudur. |
|--------------------|-------------------------------------------------|--------------------------------------------|---------------------------------------------|--------------------------------------------|--------------------------------------|------------------------------------------|---------------------------------------|----------------------------------------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| Singaran .. | 9 8 0 | 8 12 0 | 10 14 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 10 0 | 12 11 5 |
| Ikrah .. | 9 8 0 | 8 12 0 | 10 14 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 10 0 | 12 11 5 |
| Jamuria .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Barabani .. | 9 8 0 | 8 10 0 | 10 14 0 | 11 7 0 | 11 7 0 | 8 12 0 | 9 10 0 | 12 11 5 |
| Churulia .. | 9 10 0 | 8 12 0 | 11 0 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 13 0 | 12 13 5 |
| Gaurangdi .. | 9 10 0 | 8 12 0 | 11 0 0 | 11 9 0 | 11 9 0 | 8 14 0 | 9 13 0 | 12 13 5 |
| Rajhara .. | 10a10 0 | *9 12 0 | 12* 0 0 | 12* 9 0 | 12* 9 0 | *9 14 0 | 10*13 0 | 13*13 5 |
| Rajhara Siding .. | 10a10 0 | *9 12 0 | 12* 0 0 | 12* 9 0 | 12* 9 0 | *9 14 0 | 10*13 0 | 13*13 5 |
| Bermo .. | a9 10 0 | a8 12 0 | 11a 0 0 | 11a 9 0 | 11a 9 0 | a8 14 0 | a9 13 0 | 12a13 5 |
| Jarangdi Siding .. | a9 10 0 | a8 12 0 | 11a 0 0 | 11a 9 0 | 11a 9 0 | a8 14 0 | a9 13 0 | 12a13 5 |
| Ranchi Road .. | *9 13 0 | *8 14 0 | 11* 2 0 | 11*11 0 | 11*11 0 | *9 0 0 | *9 16 0 | 12*15 5 |

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, the M. S. M. Ry. terminal charge of Re. 0-4-0 per ton and a transhipment charge of Re. 0-4-6 per ton at Gudur.

‡ These rates include the following terminal and extra charges, viz:—

E. I. Ry. As. 4 per ton. M. S. M. Ry. As. 4 per ton.

†† These rates include the following terminal and extra charges, viz:—

E. I. Ry. As. 4 per ton. M. S. M. Ry. As. 3 per ton.

§ These rates include the following terminal and extra charges, viz:—

E. I. Ry. As. 4 per ton. M. S. M. Ry. As. 2 per ton.

¶ In booking M. S. M. Ry. Loco. Coal via Bezwada or via Gudur to stations on the Metre Gauge Section of the M. S. M. Ry. transhipment charge is not levied. Transhipment charge of Re. 0-4-6 per ton is, however, leviable in the case of S. I. Ry. Loco. Coal.

* These rates apply via Barkakana and Waltair.

(a) These rates apply via Chandrapura and Waltair.

N. B. —For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

The following are the through rates per ton for Coal, Coke and Patent Fuel for the M. & S. M. Railway in full wagon loads, O. R., L., from Jarangdi Siding to the undermentioned stations:—

| Station to | Rate per ton. | Route. |
|----------------|--------------------|------------------------------|
| Bhimavaram§ .. | Rs. a. p. 9 3 0 | Via Chandrapura and Waltair. |
| Bitragunta† .. | 10 11 0 | Ditto ditto. |
| Payapuram† .. | 11 9 0 | Ditto ditto |
| Waltair§§ .. | 7 15 0 | Via Chandrapura. |

§§ This rate includes the E. I. Ry. terminal charge of Re. 0-4-0 per ton.

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. extra charge of Re. 0-4-0 per ton.

§ This rate includes the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. extra charge of Re. 0-2-0 per ton.

N. B. —For surcharge leviable in addition, see paragraphs 2 and 3, page 853.

ALNAVAR-DANDELI RAILWAY.

1. Coal, Coke and Patent Fuel booked to Dandeli on the Alnavar Dandeli Railway are charged at the rate of Re. 0-1-11 per maund or Re. 3-4-2 per ton in addition to the rate to Alnavar.

This charge must be shewn separately on invoices.

KOLAR GOLD-FIELDS STATE RAILWAY.

1. Coal, Coke and Patent Fuel, in full wagon loads, for stations on the Kolar Gold-Fields State Railway must be booked and routed *via* Bowringpet.

2. The rate for Coal, Coke and Patent Fuel from *via* Bowringpet to all stations on the Kolar Gold-Fields State Railway is 3 pies per maund or Re. 0-6-10 per ton. The proportion of the Kolar Gold-Fields State Railway must be shown separately on Invoices and Railway Receipts.

3. The following are the names of the stations on the Kolar Gold-Fields State Railway:—

| | | |
|--------------|-----------|-------------|
| Nine Reefs.* | Champion. | Marikuppam. |
| Coromandel. | Oorgaum. | |
| * Closed. | | |

SANGLI STATE RAILWAY.

1. The following are the rates for Coal from *via* Miraj to stations on the Sangli State Railway.

| Station to | Rate per maund. | | | Rate per ton. | | |
|------------------|-----------------|---|---|---------------|----|----|
| | Rs. a. p. | | | Rs. a. p. | | |
| Visram Bag | 0 | 0 | 7 | 0 | 15 | 11 |
| Sangli | 0 | 0 | 7 | 0 | 15 | 11 |

The proportions of the Sangli State Railway should be shewn separately on Invoices and Railway Receipts.

MYSORE RAILWAYS.

1. **Coal.—Basis for charge.**—Coal, Coke and Patent Fuel for the Public are charged over the Mysore Railways (T. N. Tramways excluded) at C. Q. Schedule rate. Coal, Coke and Patent Fuel for the use of Foreign Railways are charged as for Public traffic.

(a) **Rate for Mysore Railway Coal.**—Coal, Coke and Patent Fuel for the use of Mysore Railways at owner's risk, L., are charged over this Railway at the rate of *074 pie per maund per mile without terminals. The rate from *via* Bangalore City to Mysore calculated at this scale is Re. 0-13-7 per ton.

(b) **Coal to Mysore Workshop.**—Coal, Coke and Patent Fuel for the use of Mysore Railway may be booked to Mysore South (Mysore Workshop), the rate chargeable from *via* Bangalore City being Re. 0-15-11 per ton.

2. **Terminal and short distance charges.**—A terminal charge of 4 pies and a short distance charge of 3 pies for distances under 75 miles (subject to differential rule) are levied in addition.

3. **Transshipment charge.**—The Mysore Railways do not levy any transshipment charge on Coal, Coke and Patent Fuel at any of their Junctions except at Tarikere where a transshipment charge of 2 pies per maund is levied. The Madras and Southern Mahratta Railway, however, levy a transshipment charge at Bangalore City and Bowringpet only, which is included in the calculated schedule rates quoted *via* these Junctions appearing under the M. S. M. Railway. No transshipment charge is levied at Arsikere, Chikjajur and Birur.

4. (a) **Sandal Oil Factory Siding at Mysore South.**—A siding charge of Rs. 2-0-0 per four-wheeled wagon is leviable on traffic booked to this siding in addition to rate to Mysore South.

(b) **Coffee Curing Works Siding at Mysore.**—A siding charge of Rs. 2-0-0 per four-wheeled loaded wagon is levied on traffic booked to this siding in addition to rate to Mysore. Engine charge of Rs. 10-0-0 is also to be made. The siding charge is to be shown separately on the Invoices.

Mysore Railways

5. The following are the calculated rates (C/Q Schedule) per maund (inclusive of terminal and other charges where leviable) between *via* Bowringpet, *via* Bangalore City, *via* Arsikere and *via* Birur to stations on the Mysore Railways:—

| Station. | <i>Via</i> Bowringpet. | | <i>Via</i> Bangalore City | | <i>Via</i> Arsikere. | |
|------------------------------|------------------------|-----------------|---------------------------|-----------------|----------------------|-----------------|
| | Miles. | Rate per maund. | Miles. | Rate per maund. | Miles. | Rate per maund. |
| Narrow Gauge. | | Rs. a. p. | | Rs. a. p. | | Rs. a. p. |
| Bettahalsoor .. | 87. | 0 1 9 | 15 | 0 0 10 | .. | .. |
| Dod-Jala .. | 85. | 0 1 9 | 18 | 0 0 11 | .. | .. |
| Devanhalli .. | 78 | 0 1 8 | 25 | 0 1 0 | .. | .. |
| Avatihalli .. | 74 | 0 1 7 | 29 | 0 1 1 | .. | .. |
| Nandi .. | 68 | 0 1 7 | 35 | 0 1 2 | .. | .. |
| Chik-Ballapur .. | 64 | 0 1 7 | 39 | 0 1 3 | .. | .. |
| Gidnahalli .. | 58 | 0 1 7 | 44 | 0 1 4 | .. | .. |
| Sidlaghatta .. | 54 | 0 1 6 | 49 | 0 1 5 | .. | .. |
| Hunsenahalli .. | 48 | 0 1 5 | 54 | 0 1 6 | .. | .. |
| Chintamani .. | 41 | 0 1 3 | 62 | 0 1 7 | .. | .. |
| Doddanahalli .. | 34 | 0 1 2 | 69 | 0 1 7 | .. | .. |
| Srinivasapur .. | 28 | 0 1 1 | 75 | 0 1 7 | .. | .. |
| Dalsanur .. | 23 | 0 1 0 | 80 | 0 1 8 | .. | .. |
| Jannaghatta .. | 18 | 0 0 11 | 85 | 0 1 9 | .. | .. |
| Kolar .. | 11 | 0 0 9 | 92 | 0 1 10 | .. | .. |
| Hudukula .. | 7 | 0 0 9 | 96 | 0 1 11 | .. | .. |
| Bowringpet .. | .. | .. | 102 | 0 2 0 | .. | .. |
| <i>Via</i> Bowringpet .. | .. | .. | 102 | 0 1 8 | .. | .. |
| Yesvantpur .. | 99 | 0 2 0 | 4 | 0 0 9 | .. | .. |
| Bangalore City .. | 102 | 0 2 0 | .. | .. | 189 | 0 3 3 |
| <i>Via</i> Bangalore City .. | 102 | .. | .. | .. | 189 | .. |
| Malleswaram* .. | 100 | 0 2 0 | 2 | 0 0 9 | .. | .. |
| Yelahanka .. | 92 | 0 1 10 | 10 | 0 0 9 | .. | .. |
| <i>Via</i> Yelahanka .. | 92 | 0 1 6 | 10 | 0 0 2 | .. | .. |
| Metre Gauge. | | | | | | |
| Kengeri .. | .. | .. | 8 | 0 0 9 | 181 | 0 3 2 |
| Hejjala (a) .. | .. | .. | 15 | 0 0 10 | 174 | 0 3 1 |
| Bidadi .. | .. | .. | 19 | 0 0 11 | 171 | 0 3 0 |
| Closepet .. | .. | .. | 28 | 0 1 1 | 161 | 0 2 10 |
| Channapatna .. | .. | .. | 35 | 0 1 2 | 154 | 0 2 9 |
| Settiahally .. | .. | .. | 39 | 0 1 3 | 150 | 0 2 9 |
| Maddur .. | .. | .. | 46 | 0 1 4 | 143 | 0 2 7 |
| Hanakere .. | .. | .. | 52 | 0 1 5 | 138 | 0 2 6 |
| Mandya .. | .. | .. | 58 | 0 1 7 | 131 | 0 2 5 |
| Yeliyur .. | .. | .. | 63 | 0 1 7 | 126 | 0 2 4 |
| Byadarahalli .. | .. | .. | 69 | 0 1 7 | 121 | 0 2 4 |
| French Rocks .. | .. | .. | 75 | 0 1 7 | 115 | 0 2 3 |
| Seringapatam .. | .. | .. | 77 | 0 1 7 | 112 | 0 2 2 |
| Paschamvahini* .. | .. | .. | 78 | 0 1 8 | 112 | 0 2 2 |
| Mysore .. | .. | .. | 86 | 0 1 9 | 103 | 0 2 1 |
| Mysore South .. | .. | .. | 89 | 0 1 10 | 107 | 0 2 1 |
| Chamarajapuram* .. | .. | .. | 88 | 0 1 10 | 105 | 0 2 1 |
| Kadakola .. | .. | .. | 96 | 0 1 11 | 113 | 0 2 2 |
| Nanjangud Town .. | .. | .. | 102 | 0 2 0 | 119 | 0 2 3 |
| Narasambudhi(a) .. | .. | .. | 107 | 0 2 1 | 125 | 0 2 4 |
| Kavalande .. | .. | .. | 111 | 0 2 2 | 129 | 0 2 5 |
| Badanaguppe .. | .. | .. | 117 | 0 2 3 | 134 | 0 2 6 |
| Chamarajanagar .. | .. | .. | 124 | 0 2 4 | 141 | 0 2 7 |
| Belagula .. | .. | .. | 93 | 0 1 11 | 97 | 0 1 11 |
| Sagarakatte .. | .. | .. | 101 | 0 2 0 | 88 | 0 1 10 |
| Dorahalli .. | .. | .. | 105 | 0 2 1 | 84 | 0 1 9 |

* Not open for goods traffic.

(a) Not open for Coal in full wagon loads.

Mysore Railways

| Station. | Via Bowringpet. | | Via Bangalore City | | Via Arsikere. | | Via Birur. | |
|----------------------------------------|-----------------|-----------------|--------------------|-----------------|---------------|-----------------|------------|-----------------|
| | Miles. | Rate per maund. | Miles. | Rate per maund. | Miles. | Rate per maund. | Miles. | Rate per maund. |
| Metre Gauge —(Contd.) | | Rs. a. p. | | Rs. a. p. | | Rs. a. p. | | Rs. a. p. |
| Krishnarajanagar | .. | .. | 108 | 0 2 1 | 81 | 0 1 8 | .. | .. |
| Hampapura .. | .. | .. | 110 | 0 2 2 | 79 | 0 1 8 | .. | .. |
| Hosa Agrahara .. | .. | .. | 117 | 0 2 3 | 73 | 0 1 7 | .. | .. |
| Akkihebbalu .. | .. | .. | 121 | 0 2 4 | 69 | 0 1 7 | .. | .. |
| Mandagere .. | .. | .. | 128 | 0 2 5 | 61 | 0 1 7 | .. | .. |
| Hole-Narsipur .. | .. | .. | 140 | 0 2 7 | 50 | 0 1 5 | .. | .. |
| Mavinkere .. | .. | .. | 147 | 0 2 8 | 42 | 0 1 3 | .. | .. |
| Ambuga .. | .. | .. | 153 | 0 2 9 | 36 | 0 1 2 | .. | .. |
| Hassan .. | .. | .. | 160 | 0 2 10 | 29 | 0 1 1 | .. | .. |
| Dudda .. | .. | .. | 170 | 0 3 0 | 20 | 0 0 11 | .. | .. |
| Bageshapura .. | .. | .. | 173 | 0 3 0 | 16 | 0 0 10 | .. | .. |
| Habanghatta .. | .. | .. | 182 | 0 3 2 | 7 | 0 0 9 | .. | .. |
| Arsikere .. | .. | .. | 189 | 0 3 3 | .. | .. | .. | .. |
| Via Arsikere .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Sivapur .. | .. | .. | .. | .. | .. | .. | 7 | 0 0 9 |
| Tarikere and via (a). | .. | .. | .. | .. | .. | .. | 16 | 0 0 10 |
| Masarahalli .. | .. | .. | .. | .. | .. | .. | 25 | 0 1 0 |
| Bhadravati† .. | .. | .. | .. | .. | .. | .. | 28 | 0 1 1 |
| Bidare .. | .. | .. | .. | .. | .. | .. | 34 | 0 1 2 |
| Shimoga Town .. | .. | .. | .. | .. | .. | .. | 40 | 0 1 3 |
| Kotegangur .. | .. | .. | .. | .. | .. | .. | 44 | 0 1 4 |
| Harnahalli .. | .. | .. | .. | .. | .. | .. | 51 | 0 1 5 |
| Kumsi .. | .. | .. | .. | .. | .. | .. | 55 | 0 1 6 |
| Arasalu .. | .. | .. | .. | .. | .. | .. | 65 | 0 1 7 |
| Anandapuram .. | .. | .. | .. | .. | .. | .. | 74 | 0 1 7 |

(a) In booking to T. N. Tramway Stations via Tarikere a transhipment charge of 2 pie per maund is levied.

† Special rate is charged in case of traffic from via Madras, vide page 863.

6. The following are the calculated rates (C/Q Schedule) per maund (inclusive of terminal and other charges where leviable) between via **Chikjajur** and stations on the Chikjajur-Chitaldrug section of Mysore Railways:—

| Station. | | | | Distance. | Rate per maund. |
|----------------|----|----|----|-----------|-----------------|
| (Metre Gauge.) | | | | Miles. | Rs. a. p. |
| Anritapura .. | .. | .. | .. | 9 | 0 0 9 |
| Haliyuru .. | .. | .. | .. | 16 | 0 0 10 |
| Chitaldroog .. | .. | .. | .. | 21 | 0 0 11 |

S. I. Railway

7. The following are the first class rates per maund (inclusive of terminals) between *via Tarekere* and stations on the T. N. Tramway. A transshipment charge of 2 pies per maund at Tarekere must be levied in addition.—

| Station. | Distance. | Rate per maund. | Station. | Distance. | Rate per maund. |
|-------------|-----------|-----------------|-----------------|-----------|-----------------|
| | Miles. | Rs. a. p. | | Miles. | Rs. a. p. |
| Duggalpur | 21 | 0 2 0 | Tadasa | 39 | 0 3 1 |
| Rangenhalli | 25 | 0 2 0 | Agasanhadlu | 39 | 0 3 1 |
| Lakkavalli | 29 | 0 2 3 | Narsimharajpura | 43 | 0 3 5 |
| Hossahalli | 33 | 0 2 7 | Hebbe | 48 | 0 3 10 |

8. **Out-Agency.**—Coal in bulk can not be booked to Kollegal Out-Agency served by Maddur Station.

SOUTH INDIAN RAILWAY.

1. **Coal, Coke and Patent Fuel for the Public—Basis for charge.**—The following is the basis for charge for Coal, Coke and Patent Fuel:—

(a) *Consignments of less than a wagon load—*

These consignments will be charged for as a full wagon load at the rates shewn below, unless the coal is bagged, in which case it will be charged at $\frac{1}{2}$ pie per maund per mile on actual weight, subject to the differential rule, and carried at owner's risk.

(b) *Consignments in full wagon loads O. R., C. C., L.—*

(i) For distances up to 400 miles:—

Per maund
per mile.

For all distances up to 200 miles inclusive 0·165 pie

Plus for any distance in excess of 200 miles and up to 400 miles inclusive .. 0·15 „

(ii) For distances above 400 miles—

For the first 400 miles 0·15 „

For the distance in excess of 400 miles .. 0·10 „

} Schedule C.

S. I. Railway

The rate for 401 miles calculated at the scale shown under (ii) will apply differentially for distances 401 miles and less, wherever cheaper.

The charge under (b) will be made on the full carrying capacity of the wagons used for each class of coal.

Note.—This Schedule rate for coal, etc., does not apply between via Arkonam and via Katpadi and broad gauge stations of the S. I. Ry. via Trichinopoly Goods for traffic to or from the Foreign Railways and also over the Nilgiri Railway.

2. **Coal for the Home Line.**—Coal for the use of S. I. Railway will be charged at .09 pie per maund per mile free of terminals.

3. **Minimum distance for charge.**—The minimum distance for charge is 25 miles.

4. **Transshipment charge.**—(i) A transshipment charge of 2 pies per maund at each Junction of transshipment is levied on Coal, Coke and Patent Fuel for the Public involving transshipment at the following Junctions on this Railway:—

- (i) Trichinopoly Goods—(for metre gauge.)
- (ii) Mettupalaiyam— (for Nilgiri Railway.)
- (iii) Morappur—(for Morappur-Hosur Railway.)
- (iv) Podanur—(for Podanur-Pollachi Railway.)
- (v) Tirupattur—(for Tirupattur-Krishnagiri Railway.)
- (vi) Salem Market—(for Salem Town-Chinna Salem Railway.)
- (vii) Palghat—(for Pollachi-Palghat Railway.)

(ii) On Loco. Coal for the S. I. Railway involving transshipment at the above junctions a transshipment charge of 6 pies per maund is levied when charged at rates shown in paragraph 2 above.

5. **Short Distance charge.**—A short distance charge of 3 pies per maund is levied on all Coal, Coke and Patent Fuel carried under 75 miles over this Railway, except on cross traffic. This charge has been included in the calculated rates shown in this Tariff. No short distance charge should be levied for distances up to 25 miles.

6. **Terminals over the Broad and Metre Gauge Sections.**—(i) In through booking a terminal charge of 2 pies per maund is levied on all Coal, Coke and Patent Fuel booked over the Broad and Metre Gauge Sections of the S. I. Railway. This terminal charge has been included in the per maund rates shown against the stations.

(ii) This terminal charge is not levied on Coal booked to private Sidings on the S. I. Railway when it is charged at Schedule C rate and on Loco. Coal for the use of S. I. Railway and on cross traffic over the South Indian Railway. In the case of booking to private Sidings the terminal charge must be deducted from the calculated rates.

(iii) No terminals should be added to the schedule rate for Coal, Coke and Patent Fuel up to 25 miles inclusive.

7. **Booking of Coal to Tambaram.**—Coal intended for the Officer in charge of Madras Improvements should be booked to Tambaram only and charged over the S. I. Railway at the rate of '09 pie per maund per mile free of terminals.

8. **Special rate for Coal.**—The following are the special rates for Coal for the Public, O. R., C. C., L., between the undermentioned stations:—

| Commodity. | Station from | Station to | Route. | Rate per maund. | Proportions. |
|-----------------------------------------|---------------|--------------|---------------|-----------------|------------------------------------------------------------------|
| | | | | Rs. a. p. | Rs. a. p. |
| Coal for the Public O. R., C. C., L. | Via Madras .. | Coimbatore | Via Jalarpet. | 0 4 4 | <div> M. S. M. Ry. .. 0 2 1 S. I. Ry. .. 0 2 3. </div> |
| Ditto .. | Ditto .. | Madukarai .. | Ditto .. | 0 4 4 | <div> M. S. M. Ry. .. 0 2 1 S. I. Ry. .. 0 2 3* </div> |

* Free of terminal.

9. **Shoranur-Nilambur Railway.**—Coal, Coke and Patent Fuel intended for stations on the Shoranur-Nilambur Railway must be routed *via* Shoranur. The following are the distances and rates per maund for Coal, Coke and Patent Fuel in full wagon loads, O. R., L., from *via* Shoranur to stations on the Shoranur-Nilambur Railway:—

| Distance. | Stations to | | Rate per maund. |
|-----------|----------------|----|-----------------|
| Miles. | | | Rs. a. p. |
| 18 | Angadipuram .. | .. | 0 1 8 |
| 25 | Melattur .. | .. | 0 2 1 |
| 35 | Vaniambalam .. | .. | 0 2 9 |
| 42 | Nilambur Road* | .. | 0 3 2 |

* Not yet opened .

S. I. Railway

10. **Out-Agencies.**—The following are the Out-Agency rates for Coal in bags to be added to the Railway rates:—

| Out-Agencies. | Out-Agency rates per maund for consignments from or to <i>via</i> Ernakulam. | | | | | | | |
|----------------|------------------------------------------------------------------------------|--------|-----------------------------|--------|--------------------------------------|--------|---------------|--------|
| | Under 25 mds. | | 25 to 50 mds. inclusive. | | Over 50 to 100 mds. inclusive. | | Over 100 mds. | |
| | O. R. | R. R. | O. R. | R. R. | O. R. | R. R. | O. R. | R. R. |
| | As. p. | As. p. | As. p. | As. p. | As. p. | As. p. | As. p. | As. p. |
| Cochin .. | 0 7 | 0 10 | 0 7 | 0 10 | 0 6 | 0 9 | 0 6 | 0 9 |
| Alleppy .. | 2 3 | 2 9 | 1 11 | 2 5 | 1 9 | 2 3 | 1 9 | 2 3 |
| Kottayam .. | 2 7 | 3 1 | 2 3 | 2 9 | 1 9 | 2 3 | 1 9 | 2 3 |
| Kayankulam .. | 3 3 | 3 6 | 2 9 | 3 3 | 2 3 | 2 9 | 2 3 | 2 9 |
| Chenganacherry | 2 8 | 3 2 | 2 2 | 2 8 | 1 9 | 2 3 | 1 8 | 2 2 |

| Out-Agencies. | Out-Agency rates per maund for consignments from or to <i>via</i> Quilon. | | | | | | | |
|----------------|---------------------------------------------------------------------------|--------|-----------------------------|--------|--------------------------------------|--------|---------------|--------|
| | Under 25 mds. | | 25 to 50 mds. inclusive. | | Over 50 to 100 mds. inclusive. | | Over 100 mds. | |
| | O. R. | R. R. | O. R. | R. R. | O. R. | R. R. | O. R. | R. R. |
| | As. p. | As. p. | As. p. | As. p. | As. p. | As. p. | As. p. | As. p. |
| Cochin .. | 3 6 | 4 0 | 3 0 | 3 6 | 2 3 | 2 9 | 2 2 | 2 8 |
| Alleppy .. | 2 3 | 2 9 | 1 11 | 2 5 | 1 6 | 2 0 | 1 6 | 2 0 |
| Kottayam .. | 2 3 | 2 9 | 1 11 | 2 5 | 1 6 | 2 0 | 1 6 | 2 0 |
| Kayankulam .. | 1 8 | 1 11 | 1 5 | 1 8 | 1 2 | 1 5 | 1 2 | 1 5 |
| Chenganacherry | 2 8 | 3 2 | 2 2 | 2 8 | 1 9 | 2 3 | 1 8 | 2 2 |

Note.—Coal loose cannot be booked to these Out-Agencies.

S. I. Railway

11. **Beach stations and Sidings.**—Coal, Coke and Patent Fuel in full wagon loads may be booked through to the undermentioned sidings and the extra shunting charges shown below are leviable in addition to the rates to the Railway stations serving these sidings:—

| Names of sidings. | Railway stations served. | Shunting charges to be levied in addition to the freight from or to the Railway station per M. G. 4-wheeled Wagon. | Remarks. |
|-----------------------------------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------|----------|
| Metre-Gauge. | | Rs. a. p. | |
| Madras Corporation Siding .. | Madras Egmore | 0 12 0 | |
| Burmah Shell Siding | Madura .. | 0 12 0 | |
| Madura Mills Co. Siding* | Madura .. | 0 12 0 | |
| Sri Meenakshi Mills Siding* | Madura .. | 0 12 0 | |
| Beach Siding | Pondicherry .. | 0 12 0 | |
| Rodier Mills Siding* | | | |
| Mr. Jule Guerre's godowns .. | | | |
| Messrs. E. Gaudart & Co.'s Siding .. | | | |
| Kadambur Bone Mill Siding* | Kadambur .. | 0 12 0 | |
| Cuddalore Beach Siding | Cuddalore Old Town. | 1 8 0 | |
| Tuticorin Beach Siding | Tuticorin .. | 0 12 0 | |
| Levingepuram Salt Siding .. | Tuticorin .. | 2 4 0 | |
| Moopanar's Factory, Platform No. 9 .. | Tuticorin .. | 2 4 0 | |
| Kuthalingam Pillai's Factory, Platform No. 3. | | | |
| Kuthalingam Pillai's Factory, Platform No. 1. | | | |
| Mannarlah's Factory Platform No. 8 .. | | | |
| Sundaram Iyer's Factory Platform No. 7. | | | |
| Machado's Factory Platform No. 6 .. | | | |
| Karapad Salt Factory II, Platform No. 5 | | | |
| Nallaperumal Pillai's Factory, Platform No. 14. | | | |
| Government Excise Salt Factory, Platform No. 10 (or Kathadi Factory). | | | |
| Sevanthakulam Salt Factory, Platform No. 11. | | | |
| B. O. C. Oil Siding* | Tuticorin .. | 0 12 0 | |
| Karapad Salt Factory I, Platform No. 4 | Tuticorin .. | 3 0 0 | |
| Negapatam Beach Siding | Negapatam .. | 0 12 0 | |

| Names of sidings. | Railway stations served. | Shunting charges to be levied in addition to the freight from or to the Railway station per M. G. 4-wheeled Wagon. | Remarks. |
|----------------------------------------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | Rs. a. p. | |
| Mills Siding, Negapatam* .. | Negapatam .. | 0 12 0 | No extra shunting charges are levied on traffic to these sidings. If wagons are shunted by Ry. Engines or Ry. Coolies, the shunting charges are leviable in addition. |
| Madura Co.'s Coal Siding* | Mandapam .. | 0 12 0 | |
| Loyal Mill Siding* .. | Koilpatti .. | 0 12 0 | |
| Aryankavu Siding* .. | Aryankavu .. | 0 12 0 | |
| Comorin Investment and Trading Co., Ltd. Siding.* | Kadambur .. | 0 12 0 | |
| Madura Mills Co. Siding* | Ambasamudram | 0 12 0 | |
| A. L. V. R. S. T. Sugar Mill Tachanalur Siding.* | Tinnevely Jn. .. | 0 12 0 | |
| Ralli Bros.' Siding* .. | Tirumangallam | 0 12 0 | |
| Bombay Co.'s Siding* .. | Virudhunagar .. | 0 12 0 | |
| Ralli Bros.' Siding* .. | Ditto .. | 0 12 0 | |
| Harvey & Co.'s Siding .. | Ditto .. | 0 12 0 | |
| Japan Cotton Trading Co.'s Siding* .. | Ditto .. | 0 12 0 | |
| South Indian Ginning Factory's Siding* | Ditto .. | 0 12 0 | |
| Messrs. Volkart Bros.' Siding* | Ditto .. | 0 12 0 | |
| Siding for the Joint use of the Asiatic Petroleum and the Standard Oil Co. | Satur .. | 0 12 0 | |
| The Toya Manka Kaisha Siding* .. | Ditto .. | 0 12 0 | |
| The Mahalinga Nadar Sugar Factory Siding.* | Ditto .. | 0 12 0 | |
| The Madras Port Trust Quarry Siding | Pallavavam .. | 1 8 0 | |
| Messrs. Parry & Co.'s Siding .. | Nellikuppam .. | 0 12 0 | |
| Messrs. Parry & Co.'s Siding .. | Panruti .. | 0 12 0 | |
| The Standard Oil Co.'s & Burmah Oil Co.'s Siding. | Ditto .. | 0 12 0 | |
| Messrs. Best & Co. (the Asiatic Petroleum Co.'s) Siding. | Ditto .. | 0 12 0 | |
| The Rice Mill Siding for Messrs. Siddick Manjee Sait & Sons. | Tiruvarur Jn. .. | 0 12 0 | |
| Messrs. Burmah Oil Co.'s Siding .. | Pattukkottai .. | 0 12 0 | |
| The Swarmanalli Rice Mill Siding .. | Nidamangalam Jn. | 0 12 0 | |
| The Champaka Rice Mill Siding .. | Mannargudi .. | 0 12 0 | |
| The Local Fund Siding for Tanjore District Board. | Aduturai .. | 0 12 0 | |
| The Malayalam Rubber Plantation Co.'s Siding. | Tenmalai .. | 0 12 0 | |

| Names of sidings. | Railway stations served. | Shunting charges to be levied in addition to the freight from or to the Railway station per M. G. 4-wheeled Wagon. | Remarks. |
|-------------------------------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | Rs. a. p. | |
| The Siding for the Forest Depot of Travancore. | Bhagavathipuram | 0 12 0 | No extra shunting charges are levied on traffic to these sidings. If wagons are shunted by Ry. Engines or Ry. Coolies, the shunting charges are leviable in addition. |
| The Asiatic Petroleum Co.'s Siding .. | Madura .. | 0 12 0 | |
| The Ceylon Government Siding .. | Mandapam Camp. | 0 12 0 | |
| The Kanan Devar Hills Produce Co.'s Siding. | Bodinayakkanur | 0 12 0 | |
| Messrs. A. F. Harvey Co.'s Siding* .. | Satur .. | 0 12 0 | |
| Broad Gauge. | | Per B. G. 4-wheeled wagon. | |
| Commonwealth Trust Siding* .. | Palghat .. | 3 0 0 | |
| Kaleeswarar Mill Siding* .. | Coimbatore .. | 1 8 0 | |
| Material Siding at Ferok or Material Siding leading to the Jetty. | Ferok .. | 0 12 0 | |
| Coimbatore Spinning and Weaving Co.'s Siding.* | Coimbatore .. | 1 8 0 | |
| Somasundaram Mills Siding* .. | Ditto .. | 1 8 0 | |
| Magnesite Siding* .. | Salem .. | 3 0 0 | |
| P. W. D. Siding .. | Erode .. | 0 12 0 | |
| Tata Oil Mills Siding* .. | Ernakulam .. | 1 8 0 | |
| Burma Shell Oil Storage and Distributing Co. of India Siding. | Ditto .. | | |
| Standard Oil Co.'s Siding* .. | Ditto .. | | |
| Coimbatore Cement Co.'s Siding† .. | Madukarai .. | 1 8 0 | |
| Forest Dept. Timber Siding* .. | Olavakkot .. | 1 8 0 | |

Note. —

(1) Six-wheeled wagons and bogies are to be charged $1\frac{1}{2}$ times and double the rates respectively of a 4-wheeled wagon.

(2) The Shunting charge must in all cases be shown on Invoices under a separate heading as "Siding charges."

(3) In all cases wagons intended to be taken delivery of at sidings must be booked direct to sidings.

(4) Senders should specify on the Forwarding Notes whether the wagons are to be booked to sidings direct or to stations.

(5) For wagons booked to sidings direct, the ordinary shunting charges are to be levied extra.

● (6) If wagons booked to stations in the first instance are subsequently required to be shunted to sidings, 4 times the ordinary shunting charge should be levied extra, subject to a maximum of Rs. 6-0-0 per wagon.

* These are private sidings. No terminal charge is levied on coal booked to these sidings when coal is charged at Schedule "C" rate.

† Separate invoices may be issued to this siding.

S. I. Ry.

The following are the distances and rates per maund for Coal, Coke and Patent Fuel for the Public C-C., O. R., L., between the undermentioned Junctions and stations on the South Indian Railway—

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|--------------------------------------|---------------|-----------------|--------------|-----------------|--------------|----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund |
| Metre Gauge, | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Madras (Beach) | 296 | 0 4 3+ | 77 | 0 1 3 | 201 | 0 2 11 |
| Madras (Egmore) | 294 | 0 4 3+ | 74 | 0 1 2 | 199 | 0 2 11 |
| Saidapet | 288 | 0 4 2+ | 69 | 0 1 2 | 193 | 0 2 10 |
| St. Thomas' Mount | 285 | 0 4 2+ | 66 | 0 1 2 | 190 | 0 2 9 |
| Pallavaram | 282 | 0 4 1+ | 62 | 0 1 2 | 187 | 0 2 9 |
| Tambaram | 278 | 0 4 1+ | 59 | 0 1 2 | 183 | 0 2 8 |
| Vandalur | 275 | 0 4 0+ | 55 | 0 1 2 | 180 | 0 2 8 |
| Guduvancheri | 271 | 0 4 0+ | 52 | 0 1 2 | 176 | 0 2 7 |
| Singaperumalkoil | 264 | 0 3 11+ | 45 | 0 1 0 | 169 | 0 2 6 |
| Chingleput Jn. | 259 | 0 3 10+ | 39 | 0 0 11 | 164 | 0 2 5 |
| Arkonam Branch.— | | | | | | |
| Villiyampakkam | 266 | 0 3 11+ | 32 | 0 0 10 | 171 | 0 2 6 |
| Palayasivaram* | 268 | 0 3 11+ | 30 | 0 0 10 | 173 | 0 2 7 |
| Walajabad | 272 | 0 4 0+ | 26 | 0 0 9 | 177 | 0 2 7 |
| Conjeeveram | 280 | 0 4 1+ | 18 | 0 0 4 | 185 | 0 2 9 |
| Tirumalpur | 289 | 0 4 2+ | 9 | 0 0 4 | 194 | 0 2 10 |
| Arkonam Jn. | 298 | 0 4 4+ | ... | ... | 203 | 0 2 11 |
| Via Arkonam | 298 | 0 4 2+ | ... | ... | 203 | 0 2 9 |
| Ottivakkam | 253 | 0 3 9+ | 45 | 0 1 0 | 158 | 0 2 4 |
| Padalam | 251 | 0 3 9+ | 48 | 0 1 1 | 156 | 0 2 4 |
| Karunguzhi | 246 | 0 3 8+ | 53 | 0 1 2 | 151 | 0 2 3 |
| Madurantakam | 244 | 0 3 8+ | 55 | 0 1 2 | 149 | 0 2 3 |
| Acharapakkam | 235 | 0 3 6+ | 63 | 0 1 2 | 140 | 0 2 1 |
| Tazhuppedu | 231 | 0 3 6+ | 67 | 0 1 2 | 136 | 0 2 0 |
| Olakur | 225 | 0 3 5+ | 73 | 0 1 2 | 130 | 0 1 11 |
| Tindivanam | 218 | 0 3 4+ | 80 | 0 1 3 | 123 | 0 1 10 |
| Mallam | 212 | 0 3 3+ | 86 | 0 1 4 | 117 | 0 1 9 |
| Perani | 207 | 0 3 2+ | 91 | 0 1 5 | 112 | 0 1 8 |
| Vikaravandi | 203 | 0 3 1+ | 95 | 0 1 6 | 108 | 0 1 8 |
| Mundiampakkam | 199 | 0 3 1+ | 99 | 0 1 6 | 104 | 0 1 7 |
| Villumpura Jn. | 195 | 0 3 0+ | 103 | 0 1 7 | 100 | 0 1 7 |
| Villupuram-Trichinopoly Chord Line.— | | | | | | |
| Kandamanadi | 190 | 0 3 0+ | 108 | 0 1 8 | 105 | 0 1 7 |
| Tiruvennainallur Road | 185 | 0 2 11+ | 113 | 0 1 9 | 110 | 0 1 8 |
| Ulundurpet | 173 | 0 2 9+ | 125 | 0 1 11 | 122 | 0 1 10 |
| Puvarur | 166 | 0 2 7+ | 133 | 0 2 0 | 129 | 0 1 11 |
| Vriddhachalam Jn. | 161 | 0 2 7+ | 137 | 0 2 1 | 134 | 0 2 0 |
| Pennadam | 173 | 0 2 9+ | 149 | 0 2 3 | 145 | 0 2 2 |

A transshipment charge of 2 pies per maund is included in these rates.
Not open for Coal in wagon loads,

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|---------------------------------------------|---------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund. |
| Metre Gauge. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Villupuram-Trichinopoly Chord Line.— | | | | | | |
| Sendurai ... | 184 | 0 2 10† | 160 | 0 2 4 | 156 | 0 2 4 |
| Ariyalur ... | 194 | 0 3 0† | 170 | 0 2 6 | 167 | 0 2 6 |
| Kallagam ... | 204 | 0 3 2† | 180 | 0 2 8 | 176 | 0 2 7 |
| Pullambadi ... | 212 | 0 3 3† | 188 | 0 2 9 | 185 | 0 2 9 |
| Lalgudi ... | 216 | 0 3 3† | 197 | 0 2 11 | 193 | 0 2 10 |
| Bikshandarkoril ... | 210 | 0 3 3† | 203 | 0 2 11 | 200 | 0 2 11 |
| Srirangam ... | 207 | 0 3 2† | 206 | 0 3 0 | 203 | 0 2 11 |
| Golden Rock ... | 201 | 0 2 11† | 212 | 0 3 1 | 208 | 0 3 0 |
| Golden Rock (Works shop) * | 201 | ... | 212 | ... | 208 | ... |
| Villupuram Katpadi Branch.— | | | | | | |
| Venkatesapuram ... | 200 | 0 3 1† | 108 | 0 1 8 | 95 | 0 1 6 |
| Mambalappattu ... | 205 | 0 3 2† | 113 | 0 1 9 | 90 | 0 1 5 |
| Mugaiyur ... | 210 | 0 3 3† | 119 | 0 1 10 | 85 | 0 1 4 |
| Tirukoilur ... | 215 | 0 3 3† | 124 | 0 1 10 | 79 | 0 1 3 |
| Adhichchanur ... | 221 | 0 3 4† | 129 | 0 1 11 | 74 | 0 1 2 |
| Tandarai ... | 226 | 0 3 5† | 135 | 0 2 0 | 69 | 0 1 2 |
| Tiruvannamalai ... | 237 | 0 3 7† | 145 | 0 2 2 | 58 | 0 1 2 |
| Agaram Sibbandi ... | 247 | 0 3 8† | 156 | 0 2 4 | 47 | 0 1 1 |
| Kalasapakkam ... | 250 | 0 3 9† | 159 | 0 2 4 | 44 | 0 1 0 |
| Polur ... | 256 | 0 3 9† | 164 | 0 2 5 | 39 | 0 0 11 |
| Madimangalam ... | 263 | 0 3 10† | 172 | 0 2 6 | 32 | 0 0 10 |
| Arni Road ... | 266 | 0 3 11† | 175 | 0 2 7 | 29 | 0 0 10 |
| Kannamangalam ... | 275 | 0 4 0† | 184 | 0 2 8 | 20 | 0 0 4 |
| Kaniyambadi ... | 281 | 0 4 1† | 189 | 0 2 9 | 14 | 0 0 4 |
| Vellore Cant. ... | 288 | 0 4 2† | 197 | 0 2 11 | 7 | 0 0 4 |
| Katpadi Jn ... | 294 | 0 4 3† | 203 | 0 2 11 | ... | ... |
| Via Katpadi Jn. ... * | 294 | 0 4 1† | 203 | 0 2 9 | ... | ... |
| Pondicherry Branch.— | | | | | | |
| Kolliarur ... | 198 | 0 2 11† | 107 | 0 1 8 | 103 | 0 1 7 |
| Balavanur ... | 200 | 0 3 1† | 109 | 0 1 8 | 105 | 0 1 7 |
| Pallinelianur ... | 205 | 0 3 2† | 113 | 0 1 9 | 110 | 0 1 8 |
| Chinababusamudram ... | 208 | 0 3 2† | 117 | 0 1 9 | 113 | 0 1 9 |
| Villianur ... | 213 | 0 3 3† | 122 | 0 1 10 | 118 | 0 1 9 |
| Pondicherry ... | 218 | 0 3 4† | 127 | 0 1 11 | 123 | 0 1 10 |
| Villupuram-Cuddalore Section.— | | | | | | |
| Serndanur ... | 200 | 0 3 1† | 108 | 0 1 8 | 105 | 0 1 7 |
| Thiruthuraiyur ... | 203 | 0 3 1† | 112 | 0 1 8 | 108 | 0 1 8 |
| Panruti ... | 207 | 0 3 2† | 115 | 0 1 9 | 112 | 0 1 8 |
| Melpattambakkam ... | 208 | 0 3 2† | 120 | 0 1 10 | 117 | 0 1 9 |
| Nellikuppam ... | 205 | 0 3 2† | 124 | 0 1 10 | 120 | 0 1 10 |
| Cuddalore New Town ... | 199 | 0 3 1† | 130 | 0 1 11 | 126 | 0 1 11 |
| Cuddalore Jn. ... | 197 | 0 3 1† | 132 | 0 2 0 | 129 | 0 1 11 |

† A transhipment charge of 2 pies per maund is included in these rates.

* Open for Railway Materials and Stores consigned to—

- (i) Deputy Chief Mechanical Engineer.
- (ii) Deputy Superintendent of Stores.
- (iii) Electric Superintendent.
- (iv) Mill right Foreman.

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|--------------------------------------|---------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund. |
| Metre Gauge. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Cuddalore-Virddhachalam Ry.— | | | | | | |
| Kullanchavadi ... | 188 | 0 2 11† | 141 | 0 2 1 | 138 | 0 2 1 |
| Kurinjipadi ... | 181 | 0 2 10† | 147 | 0 2 2 | 144 | 0 2 2 |
| Vadalur ... | 178 | 0 2 9† | 151 | 0 2 3 | 147 | 0 2 2 |
| Uttangal Mangalam ... | 170 | 0 2 8† | 146 | 0 2 2 | 142 | 0 2 1 |
| Salem-Virdhachalam Ry.— | | | | | | |
| Mukhasa Parur ... | 155 | 0 2 6† | 143 | 0 2 2 | 140 | 0 2 1 |
| Kuttakudi ... | 149 | 0 2 5† | 150 | 0 2 3 | 146 | 0 2 2 |
| Asakalattur ... | 142 | 0 2 3† | 156 | 0 2 4 | 152 | 0 2 3 |
| Pukkiravari ... | 137 | 0 2 3† | 161 | 0 2 5 | 158 | 0 2 4 |
| Chinnasalem ... | 129 | 0 2 1† | 169 | 0 2 6 | 166 | 0 2 5 |
| Talaivasal * ... | 121 | 0 2 0† | 178 | 0 2 7 | 174 | 0 2 7 |
| Attur ... | 109 | 0 1 10† | 189 | 0 2 9 | 185 | 0 2 9 |
| Ettapur Road ... | 100 | 0 1 9† | 198 | 0 2 11 | 195 | 0 2 10 |
| Valapadi ... | 96 | 0 1 8† | 202 | 0 2 11 | 199 | 0 2 11 |
| Minnampalli ... | 87 | 0 1 6† | 211 | 0 3 1 | 208 | 0 3 0 |
| Masinayakkanpatti ... | 84 | 0 1 6† | 215 | 0 3 1 | 211 | 0 3 1 |
| Cuddalore-Mayavaram Section.— | | | | | | |
| Copper Quarry ... | 199 | 0 3 1† | 135 | 0 2 0 | 131 | 0 2 0 |
| Alapakam ... | 204 | 0 3 2† | 139 | 0 2 1 | 136 | 0 2 0 |
| Puduchattiram (a) ... | 209 | 0 3 2† | 145 | 0 2 2 | ... | ... |
| Porto Novo ... | 214 | 0 3 3† | 149 | 0 2 3 | 146 | 0 2 2 |
| Kille ... | 217 | 0 3 4† | 152 | 0 2 3 | 149 | 0 2 3 |
| Chidambaram ... | 220 | 0 3 4† | 156 | 0 2 4 | 152 | 0 2 3 |
| Vallampadugai ... | 223 | 0 3 4† | 159 | 0 2 4 | 155 | 0 2 4 |
| Coleroon ... | 225 | 0 3 5† | 161 | 0 2 5 | 157 | 0 2 4 |
| Arasur ... | 229 | 0 3 5† | 164 | 0 2 5 | 161 | 0 2 5 |
| Shiyali ... | 231 | 0 3 6† | 167 | 0 2 6 | 163 | 0 2 5 |
| Vaithisvarankoil ... | 235 | 0 3 6† | 170 | 0 2 6 | 167 | 0 2 6 |
| Antandavapuram ... | 239 | 0 3 7† | 175 | 0 2 7 | 171 | 0 2 6 |
| Nidur ... | 241 | 0 3 7† | 176 | 0 2 7 | 173 | 0 2 7 |
| Mayavaram Jn. ... | 243 | 0 3 7† | 179 | 0 2 8 | 175 | 0 2 7 |
| Mayavaram-Tranquebar Branch.— | | | | | | |
| Mayavaram Town ... | 246 | 0 3 8† | 181 | 0 2 8 | 178 | 0 2 7 |
| Mannampandal ... | 249 | 0 3 8† | 184 | 0 2 8 | 181 | 0 2 8 |
| Sembanarkoil ... | 251 | 0 3 9† | 187 | 0 2 9 | 183 | 0 2 8 |
| Akkur ... | 255 | 0 3 9† | 190 | 0 2 9 | 187 | 0 2 9 |
| Tirukkadaiyur ... | 257 | 0 3 10† | 193 | 0 2 10 | 189 | 0 2 9 |
| Tillayadi ... | 259 | 0 3 10† | 195 | 0 2 10 | 191 | 0 2 10 |
| Tranquebar ... | 262 | 0 3 10† | 197 | 0 2 11 | 194 | 0 2 10 |

* Not open for Coal in wagon loads.

† A transhipment charge of 2 pies per maund is included in these rates.

(a) Open for goods traffic upto 81 maunds per day.

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|-------------------------------------|---------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund. |
| | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Mayavaram-Arantangi Branch.— | | | | | | |
| Manganallur | 248 | 0 3 8† | 184 | 0 2 8 | 180 | 0 2 8 |
| Peralam Jn. | 253 | 0 3 9† | 189 | 0 2 9 | 185 | 0 2 9 |
| Ambagarattur | 258 | 0 3 10† | 194 | 0 2 10 | 190 | 0 2 9 |
| Tirunalar | 263 | 0 3 10† | 199 | 0 2 11 | 195 | 0 2 10 |
| Karaikkal | 268 | 0 3 11† | 203 | 0 2 11 | 200 | 0 2 11 |
| Punthottam | 255 | 0 3 9† | 191 | 0 2 10 | 187 | 0 2 9 |
| Nannilam | 258 | 0 3 10† | 194 | 0 2 10 | 190 | 0 2 9 |
| Virkudi | 263 | 0 3 10† | 298 | 0 2 11 | 195 | 0 2 10 |
| Tiruvavur Jn. | 264 | 0 3 11† | 203 | 0 2 11 | 199 | 0 2 11 |
| Mangudi | 268 | 0 3 11† | 206 | 0 3 0 | 202 | 0 2 11 |
| Tirunattiyattangudi | 270 | 0 4 0† | 208 | 0 3 0 | 205 | 0 3 0 |
| Tirunellikaval... .. | 272 | 0 4 0† | 211 | 0 3 1 | 207 | 0 3 0 |
| Allattambadi | 276 | 0 4 0† | 214 | 0 3 1 | 210 | 0 3 1 |
| Tiruturaipundi Jn. | 280 | 0 4 1† | 219 | 0 3 2 | 215 | 0 3 1 |
| Agastiyampalli Branch.— | | | | | | |
| Melamarudur | 287 | 0 4 2† | 225 | 0 3 3 | 222 | 0 3 2 |
| Kariyapattanam | 291 | 0 4 3† | 229 | 0 3 3 | 226 | 0 3 3 |
| Kuruvappulam | 295 | 0 4 3† | 234 | 0 3 4 | 230 | 0 3 4 |
| Topputturai | 300 | 0 4 4† | 238 | 0 3 5 | 235 | 0 3 4 |
| Vedaranniyam | 302 | 0 4 4† | 240 | 0 3 5 | 236 | 0 3 4 |
| Agastiyampalli | 303 | 0 4 4† | 242 | 0 3 5 | 238 | 0 3 5 |
| Point Calamara | 309 | 0 4 5† | 247 | 0 3 6 | 244 | 0 3 6 |
| Nedumbalam | 282 | 0 4 1† | 221 | 0 3 2 | 217 | 0 3 2 |
| Pandi | 285 | 0 4 2† | 223 | 0 3 2 | 219 | 0 3 2 |
| Tillaivilagam | 289 | 0 4 2† | 228 | 0 3 3 | 224 | 0 3 3 |
| Mutupet | 294 | 0 4 3† | 232 | 0 3 4 | 229 | 0 3 3 |
| Thambikkottai | 298 | 0 4 4† | 236 | 0 3 4 | 233 | 0 3 4 |
| Maravakkadu | 300 | 0 4 4† | 239 | 0 3 5 | 235 | 0 3 4 |
| Adirampatnam | 304 | 0 4 5† | 242 | 0 3 5 | 238 | 0 3 5 |
| Mayavaram-Arantangi Branch.— | | | | | | |
| Pattukkottai | 311 | 0 4 6† | 250 | 0 3 7 | 246 | 0 3 6 |
| Tiruchchitrampalam | 319 | 0 4 7† | 257 | 0 3 8 | 253 | 0 3 7 |
| Peravuruni | 324 | 0 4 8† | 262 | 0 3 8 | 259 | 0 3 8 |
| Ayingudi | 333 | 0 4 9† | 271 | 0 3 10 | 268 | 0 3 9 |
| Arantangi | 340 | 0 4 10† | 278 | 0 3 11 | 274 | 0 3 10 |

† A transshipment charge of 2 pies per maund is included in these rates.

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|--------------------------------------|---------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund. |
| | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Mayavaram-Tanjore Section.— | | | | | | |
| Malliyam | 246 | 0 3 8† | 182 | 0 2 8 | 178 | 0 2 7 |
| Kuttalam | 249 | 0 3 8† | 184 | 0 2 8 | 181 | 0 2 8 |
| Narasinganpet | 253 | 0 3 9† | 188 | 0 2 9 | 185 | 0 2 9 |
| Aduturai | 256 | 0 3 9† | 191 | 0 2 10 | 188 | 0 2 9 |
| Tiruvadamardur | 258 | 0 3 9† | 193 | 0 2 10 | 190 | 0 2 9 |
| Tirunagesvaram | 258 | 0 3 9† | 195 | 0 2 10 | 192 | 0 2 10 |
| Kumbakonam | 255 | 0 3 9† | 198 | 0 2 11 | 195 | 0 2 10 |
| Darsuram | 252 | 0 3 9† | 201 | 0 2 11 | 197 | 0 2 11 |
| Sunderaperumalkoil | 249 | 0 3 8† | 204 | 0 3 0 | 200 | 0 2 11 |
| Papanasam | 246 | 0 3 8† | 207 | 0 3 0 | 204 | 0 3 0 |
| Pandaravadai | 244 | 0 3 8† | 209 | 0 3 0 | 206 | 0 3 0 |
| Ayyampet | 241 | 0 3 7† | 212 | 0 3 1 | 208 | 0 3 0 |
| Titte | 237 | 0 3 7† | 216 | 0 3 1 | 213 | 0 3 1 |
| Tanjore Jn. | 230 | 0 3 6† | 223 | 0 3 2 | 219 | 0 3 2 |
| Nagore Branch.— | | | | | | |
| Mariamankovil | 235 | 0 3 6† | 227 | 0 3 3 | 223 | 0 3 2 |
| Saliyamangalam | 240 | 0 3 7† | 227 | 0 3 3 | 224 | 0 3 3 |
| Ammampet | 243 | 0 3 7† | 224 | 0 3 3 | 220 | 0 3 2 |
| Nidamangalam Jn. | 249 | 0 3 8† | 218 | 0 3 2 | 214 | 0 3 1 |
| Rajappayyan Chavadi | 252 | 0 3 9† | 221 | 0 3 2 | 217 | 0 3 2 |
| Mannargudi | 257 | 0 3 10† | 226 | 0 3 3 | 222 | 0 3 2 |
| Koradacheri | 254 | 0 3 9† | 213 | 0 3 1 | 209 | 0 3 0 |
| Kulikarai | 261 | 0 3 9† | 206 | 0 3 0 | 203 | 0 2 11 |
| Adiyakkamungalam | 267 | 0 3 11† | 206 | 0 3 0 | 202 | 0 2 11 |
| Kuthur | 270 | 0 4 0† | 208 | 0 3 0 | 204 | 0 3 0 |
| Kivalur | 272 | 0 4 0† | 210 | 0 3 1 | 206 | 0 3 0 |
| Sikkil | 275 | 0 4 0† | 214 | 0 3 1 | 210 | 0 3 1 |
| Negapatam | 279 | 0 4 1† | 217 | 0 3 2 | 213 | 0 3 1 |
| Nagore | 283 | 0 4 1† | 221 | 0 3 2 | 218 | 0 3 2 |
| Tanjore-Golden Rock Section.— | | | | | | |
| Alakkudi | 225 | 0 3 5† | 228 | 0 3 3 | 225 | 0 3 3 |
| Budalur | 220 | 0 3 4† | 230 | 0 3 4 | 227 | 0 3 3 |
| Solagampatti | 213 | 0 3 3† | 223 | 0 3 2 | 220 | 0 3 2 |
| Tiruverumbur | 206 | 0 3 2† | 216 | 0 3 1 | 213 | 0 3 1 |
| Trichinopoly Goods | 199 | 0 2 11 | 214 | 0 3 1 | 210 | 0 3 1 |

† A transhipment charge of 2 pies per maund is included in these rates.

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|----------------------------------------------|---------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate Per maund. | Distance. | Rate per maund. |
| | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Trichinopoly-Manamadurai Chord Line.— | | | | | | |
| Sembattu | ... | ... | ... | ... | ... | ... |
| Kumaramangalam | 203 | 0 3 1+ | 218 | 0 3 2 | 214 | 0 3 1 |
| Tondaiman Nallur | 208 | 0 3 2+ | 222 | 0 3 2 | 218 | 0 3 2 |
| Keeranur | 213 | 0 3 3+ | 227 | 0 3 3 | 224 | 0 3 3 |
| | 217 | 0 3 4+ | 231 | 0 3 4 | 228 | 0 3 3 |
| Narthamalai | 222 | 0 3 4+ | 236 | 0 3 4 | 232 | 0 3 4 |
| Vellalur | 225 | 0 3 5+ | 239 | 0 3 5 | 236 | 0 3 4 |
| Pudukkotai | 232 | 0 3 6+ | 246 | 0 3 6 | 243 | 0 3 5 |
| Namanasalandur | 236 | 0 3 6+ | 250 | 0 3 7 | 247 | 0 3 6 |
| Tirumayan | 242 | 0 3 7+ | 256 | 0 3 7 | 253 | 0 3 7 |
| Chetnad | 248 | 0 3 8+ | 262 | 0 3 8 | 258 | 0 3 8 |
| Kottaiyur | 251 | 0 3 9+ | 265 | 0 3 9 | 262 | 0 3 8 |
| Karaikudi | 255 | 0 3 9+ | 269 | 0 3 9 | 266 | 0 3 9 |
| Kallal | 266 | 0 3 11+ | 280 | 0 3 11 | 277 | 0 3 11 |
| Nattarasankottai | 276 | 0 4 0+ | 291 | 0 4 1 | 287 | 0 4 0 |
| Sivaganga | 280 | 0 4 1+ | 294 | 0 4 1 | 291 | 0 4 1 |
| Manamadurai Jn. | 293 | 0 4 3+ | 307 | 0 4 3 | 304 | 0 4 3 |
| Broad Gauge. • | | | | | | |
| Erode Branch.— | | | | | | |
| Trichinopoly Fort ‡ | 197 | 0 2 11+ | 216 | (a) | 213 | (a) |
| Elamanur | 187 | 0 2 9+ | 226 | 0 3 6 | 222 | 0 3 5 |
| Perugamani | 185 | 0 2 9+ | 228 | 0 3 6 | 224 | 0 3 6 |
| Pettaivayatalai | 182 | 0 2 8+ | 231 | 0 3 7 | 228 | 0 3 6 |
| Kulitalai | 176 | 0 2 7+ | 237 | 0 3 8 | 233 | 0 3 7 |
| Timmachipuram | 173 | 0 2 7+ | 240 | 0 3 8 | 237 | 0 3 8 |
| Lalapet | 171 | 0 2 6+ | 242 | 0 3 8 | 239 | 0 3 8 |
| Mahadanapuram | 168 | 0 2 6+ | 245 | 0 3 9 | 242 | 0 3 8 |
| Mayanoor | 163 | 0 2 5+ | 250 | 0 3 10 | 246 | 0 3 9 |
| Puliyur | 158 | 0 2 4+ | 255 | 0 3 10 | 252 | 0 3 10 |
| Karur | 152 | 0 2 3+ | 261 | 0 3 11 | 257 | 0 3 11 |
| Pugalur | 143 | 0 2 2+ | 270 | 0 4 1 | 266 | 0 4 0 |
| Noyal § | 139 | 0 2 1+ | 274 | 0 4 1 | 271 | 0 4 1 |
| Kodumudi | 135 | 0 2 0+ | 278 | 0 4 2 | 274 | 0 4 1 |
| Unjalur | 132 | 0 2 0+ | 280 | 0 4 2 | 277 | 0 4 2 |
| Kolanalli § | 128 | ... | 277 | ... | 273 | ... |
| Pasur | 123 | 0 1 10+ | 272 | 0 4 1 | 268 | 0 4 0 |
| Chavadipalayam | 119 | 0 1 10+ | 267 | 0 4 0 | 264 | 0 4 0 |
| Erode Jn. | 112 | 0 1 8+ | 260 | 0 3 11 | 257 | 0 3 11 |

(a) These schedule rates are inapplicable to traffic booked to or from Foreign Railways.

‡ A transhipment charge of 2 pies per maund is included in these rates.

§ Open for goods traffic carried in open wagons. Goods that are ordinarily carried in open wagons if carried in covered wagons whether to the request of the party or for the convenience of the Railway can also be booked.

§ Not open for Coal in wagon loads

S. I. Ry.

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|------------------------------|---------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund. |
| Broad Gauge. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Cauvery | 109 | 0 1 8 | 257 | ... | 254 | ... |
| Anangur | 103 | 0 1 7 | 252 | ... | 248 | ... |
| Sankaridrug | 99 | 0 1 6 | 247 | ... | 244 | ... |
| McDonald's Choultry | 88 | 0 1 5 | 236 | ... | 233 | ... |
| Virapandi Road | 81 | 0 1 3 | 230 | ... | 226 | ... |
| Salem Jn. | 75 | 0 1 2 | 223 | ... | 220 | ... |
| Salem Market | 77 | 0 1 3 | 221 | ... | 217 | ... |
| Salem Metur Dam Ry.— | | | | | | |
| Omalur | 82 | 0 1 4 | 230 | ... | 227 | ... |
| Mecheri Road | 92 | 0 1 5 | 241 | ... | 237 | ... |
| Metur Dam | 100 | 0 2 9* | 248 | ... | 245 | ... |
| Karuppur | 71 | 0 1 2 | 228 | ... | 224 | ... |
| Thinnapatti | 64 | 0 1 2 | 234 | ... | 230 | ... |
| Danishpet | 60 | 0 1 2 | 238 | ... | 235 | ... |
| Lokur | 54 | 0 1 2 | 244 | ... | ... | ... |
| Bommidu | 48 | 0 1 1 | 250 | ... | 247 | ... |
| Buddireddipatti | 42 | 0 1 0 | 256 | ... | 253 | ... |
| Thonganur | 38 | 0 0 11 | 260 | ... | 257 | ... |
| Morappur Jn. | 34 | 0 0 11 | 264 | ... | 261 | ... |
| Narrow Gauge. | | | | | | |
| Hosur Branch.— | | | | | | |
| Ranimukkanur | 41 | 0 1 2† | 271 | ... | 267 | ... |
| Semmanahalli | 45 | 0 1 2† | 275 | ... | 272 | ... |
| Dharmapuri | 52 | 0 1 4† | 282 | ... | 279 | ... |
| Palakodu Dalavayhalli | 66 | 0 1 4† | 296 | ... | 292 | ... |
| Marandahalli | 73 | 0 1 4† | 303 | ... | 300 | ... |
| Rayakota | 83 | 0 1 6† | 313 | ... | 309 | ... |
| Nagatunai | 93 | 0 1 7† | 323 | ... | 319 | ... |
| Kelamangalam | 98 | 0 1 8† | 328 | ... | 324 | ... |
| Hosur | 107 | 0 1 10† | 337 | ... | 333 | ... |
| Doddampatti | 30 | 0 0 10 | 269 | ... | 265 | ... |
| Dasampatti | 25 | 0 0 4 | 274 | ... | 270 | ... |
| Samalpatti | 19 | 0 0 4 | 279 | ... | 275 | ... |
| Kagankarai | 12 | 0 0 4 | 286 | ... | 283 | ... |
| Tirupattur Jn. | 5 | 0 0 4 | 293 | ... | 290 | ... |

* Inclusive of the special rate of Re. 0-1-4 per maund between Mecheri Road and Meturdam which should be shown separately on Invoices and is not divisible on mileage in any circumstances.

† A transshipment charge of 2 pies per maund is included in these rates.

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|-------------------------------------|---------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund. |
| Metre Gauge. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Podanur-Dindigul Section.— | | | | | | |
| Gomangalam ... | 204 | 0 3 2† | 337 | 0 4 8 | 333 | 0 4 7 |
| Pulankinar ... | 209 | 0 3 2† | 332 | 0 4 7 | 329 | 0 4 6 |
| Udumalpet ... | 213 | 0 3 3† | 328 | 0 4 6 | 325 | 0 4 6 |
| Madathukulam ... | 219 | 0 3 4† | 322 | 0 4 5 | 319 | 0 4 5 |
| Pushpattur ... | 225 | 0 3 5† | 316 | 0 4 4 | 312 | 0 4 4 |
| Palni ... | 234 | 0 3 6† | 307 | 0 4 3 | 304 | 0 4 3 |
| Kanakkanpatti ... | 238 | 0 3 7† | 303 | 0 4 2 | 300 | 0 4 2 |
| Chattrapatti ... | 243 | 0 3 7† | 298 | 0 4 2 | 294 | 0 4 1 |
| Oddanachattram ... | 250 | 0 3 9† | 291 | 0 4 1 | 288 | 0 4 0 |
| Palakkanuthu ... | 255 | 0 3 9† | 286 | 0 4 0 | 283 | 0 3 11 |
| Reddiarchattram ... | 259 | 0 3 10† | 282 | 0 3 11 | 279 | 0 3 11 |
| Narrow Gauge. | | | | | | |
| Krishnagiri Branch.— | | | | | | |
| Periagaram ... | 9 | 0 0 6† | 297 | ... | 294 | ... |
| Periyakandili ... | 13 | 0 0 6† | 302 | ... | 298 | ... |
| Bargur ... | 20 | 0 0 6† | 308 | ... | 305 | ... |
| Kandikuppam ... | 24 | 0 0 6† | 313 | ... | 309 | ... |
| Krishnagiri ... | 30 | 0 1 0† | 319 | ... | 315 | ... |
| Broad Gauge. | | | | | | |
| Jalarpet Jn. ... | ... | ... | 298 | ... | 294 | ... |
| Via Jalarpet ... | ... | ... | 298 | ... | 294 | ... |
| Perundurai ... | 120 | 0 1 10 | 269 | ... | 265 | ... |
| Ingur ... | 124 | 0 1 10 | 272 | ... | 269 | ... |
| Vijayamangalam * ... | 128 | 0 1 11 | 277 | ... | 273 | ... |
| Uttukuli ... | 134 | 0 2 0 | 283 | ... | 279 | ... |
| Kulipalaiyam ... | 138 | 0 2 1 | 287 | ... | 283 | ... |
| Tiruppur ... | 143 | 0 2 2 | 291 | ... | 288 | ... |
| Vanjipalaiyam ... | 148 | 0 2 2 | 296 | ... | 293 | ... |
| Somanur ... | 154 | 0 2 3 | 302 | ... | 299 | ... |
| Sulur ... | 159 | 0 2 4 | 308 | ... | 304 | ... |
| Singanallur ... | 164 | 0 2 5 | 313 | ... | 309 | ... |
| Podanur Jn. ... | 170 | 0 2 6 | 318 | ... | 315 | ... |
| Metre Gauge. | | | | | | |
| Podanur-Dindigul Section.— | | | | | | |
| Chettipalaiyam ... | 175 | 0 2 9† | 323 | 0 4 11 | 320 | 0 4 11 |
| Kinattukkadavu ... | 181 | 0 2 10† | 330 | 0 5 1 | 326 | 0 5 0 |
| Kovilpalaiyam ... | 187 | 0 2 11† | 336 | 0 5 1 | 332 | 0 5 1 |
| Pollachi ... | 195 | 0 3 0† | 343 | 0 5 2 | 340 | 0 5 2 |
| Pollachi-Olavakkot Section.— | | | | | | |
| Anamalai Road ... | 200 | 0 3 1† | 348 | 0 5 3 | 345 | 0 5 3 |
| Minakshipuram ... | 205 | 0 3 2† | 353 | 0 5 4 | 350 | 0 5 4 |
| Kallangod ... | 214 | 0 3 3† | 363 | 0 5 5 | 359 | 0 5 5 |
| Pudunagaram ... | 210 | 0 3 3† | 358 | 0 5 5 | 355 | 0 5 4 |
| Palghat Jn. ... | 203 | 0 2 11 | 351 | 0 5 1 | 348 | 0 5 0 |

* Not open for booking of wagon load.

† A transhipment charge of 2 ples per maund is included in these rates.

S. I. Ry.

| Stations | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|--------------------------|---------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund. |
| Broad Gauge. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Mettupalaiyam Branch.— | | | | | | |
| Coimbatore (a) ... | 174 | 0 2 7 | 322 | ... | 319 | ... |
| Tudiyalur ... | 180 | 0 2 8 | 328 | ... | 325 | ... |
| Periyanaikanpalaiyam ... | 184 | ... | 332 | ... | 329 | ... |
| Karaimadai ... | 191 | 0 2 10 | 340 | ... | 336 | ... |
| Mettupalaiyam ... | 195 | 0 2 10 | 344 | ... | 340 | ... |
| Via Mettupalaiyam ... | 195 | 0 2 10† | 344 | ... | 340 | ... |
| Madukarai (a) ... | 176 | 0 2 7 | 324 | .. | 321 | ... |
| Walayar ... | 185 | 0 2 9 | 333 | ... | 330 | ... |
| Kanjikode ... | 192 | 0 2 10 | 340 | ... | 337 | ... |
| Olavakkot Jn. ... | 200 | 0 2 11 | 349 | ... | 345 | ... |
| Palghat ... | 203 | 0 2 11 | 353 | ... | 348 | ... |
| Parli ... | 206 | 0 3 0 | 354 | ... | 351 | ... |
| Mankarai ... | 210 | 0 3 1 | 359 | ... | 355 | ... |
| Lakkiti ... | 215 | 0 3 1 | 363 | ... | 360 | ... |
| Ottappalam ... | 219 | 0 3 2 | 368 | ... | 364 | ... |
| Shoranur Jn. ... | 227 | 0 3 3 | 376 | ... | 372 | ... |
| Via Shoranur ... | 227 | 0 3 1 | 376 | ... | 372 | ... |
| Ernakulam Branch.— | | | | | | |
| Mullurcarai ... | 232 | 0 3 4 | 381 | ... | 377 | ... |
| Wadakancheri ... | 238 | 0 3 5 | 386 | 0 5 2* | 383 | 0 5 2 |
| Mulagunnathukavu ... | 242 | 0 3 5 | 391 | 0 5 2 | 387 | 0 5 2 |
| Trichur ... | 248 | 0 3 6 | 396 | 0 5 2 | 393 | 0 5 2 |
| Ollur ... | 252 | 0 3 7 | 401 | 0 5 2 | 397 | 0 5 2 |
| Puduked ... | 256 | 0 3 7 | 405 | 0 5 3 | 401 | 0 5 2 |
| Irinjalakuda ... | 263 | 0 3 8 | 411 | 0 5 3 | 408 | 0 5 3 |
| Chalakudi ... | 267 | 0 3 9 | 415 | 0 5 4 | 412 | 0 5 3 |
| Karukutty ... | 273 | 0 3 10 | 422 | 0 5 4 | 418 | 0 5 4 |
| Angamali for Kaladi ... | 276 | 0 3 10 | 425 | ... | 421 | ... |
| Alwaye ... | 282 | 0 3 11 | 430 | 0 5 5 | 427 | 0 5 5 |
| Idappali (b) ... | 288 | ... | 437 | ... | 433 | ... |
| Ernakulam ... | 292 | 0 4 1 | 441 | 0 5 6 | 437 | 0 5 6 |
| Karakad ... | 231 | 0 3 4 | 379 | ... | 376 | ... |
| Pattambi ... | 235 | 0 3 4 | 383 | ... | 380 | ... |
| Pallippuram ... | 240 | 0 3 5 | 389 | ... | 385 | ... |
| Kuttippuram ... | 246 | 0 3 6 | 395 | ... | 391 | ... |
| Edakkolam ... | 250 | 0 3 7 | 399 | ... | 395 | ... |
| Firur ... | 255 | 0 3 7 | 404 | ... | 400 | ... |

(a) Coal for the Public O. R., C.-C. L.; from *via Jalarpet* (for traffic from *via Madras*) to Coimbatore and Madukarai is charged at a special rate of Re. 0-2-3 per maund vide paragraph 8.

(b) Open for goods traffic up to 81 maunds per day.

* *Via Jalarpet* is the cheapest route.

† A transhipment charge of 2 pies per maund is included in this rate.

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|---------------------|---------------|-----------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. | Distance. | Rate per maund. | Distance. | Rate per maund. |
| Broad Gauge. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Tanur | 260 | 0 3 8 | 409 | ... | 405 | ... |
| Parpanangad | 265 | 0 3 9 | 414 | ... | 410 | ... |
| Vallikunnu | 269 | 0 3 9 | 417 | ... | 414 | ... |
| Kadalundi | 272 | 0 3 10 | 420 | ... | 417 | ... |
| Ferok | 275 | 0 3 10 | 423 | ... | 420 | ... |
| Kallayi | 280 | 0 3 11 | 428 | ... | 425 | ... |
| Calicut | 281 | 0 3 11 | 429 | ... | 426 | ... |
| West Hill | 284 | 0 4 0 | 432 | ... | 429 | ... |
| Elattur | 288 | 0 4 0 | 437 | ... | 433 | ... |
| Pantalayini | 296 | 0 4 1 | 445 | ... | 441 | ... |
| Tikkotti | 302 | 0 4 2 | 450 | ... | 447 | ... |
| Badagara | 310 | 0 4 4 | 458 | ... | 455 | ... |
| Mahe | 318 | 0 4 5 | 466 | ... | 463 | ... |
| Tellicherry | 323 | 0 4 5 | 472 | ... | 468 | ... |
| Etakkot | 329 | 0 4 6 | 477 | ... | 474 | ... |
| Cannanore | 336 | 0 4 7 | 485 | ... | 481 | ... |
| Azhikkal | 340 | 0 4 8 | 489 | ... | 485 | ... |
| Taliparamba Road | 341 | 0 4 8 | 490 | ... | 486 | ... |
| Palayangadi | 350 | 0 4 10 | 498 | ... | 495 | ... |
| Payyanur | 357 | 0 4 11 | 506 | ... | 502 | ... |
| Trikarapur | 361 | 0 4 11 | 510 | ... | 506 | ... |
| Nileshwar | 369 | 0 5 0 | 518 | ... | 514 | ... |
| Kanhangad | 375 | 0 5 1 | 524 | ... | 520 | ... |
| Pallikere | 381 | 0 5 2 | 529 | ... | 526 | ... |
| Kotikulam | 384 | 0 5 2 | 532 | ... | 529 | ... |
| Kasaragod | 389 | 0 5 2 | 538 | ... | 534 | ... |
| Kumbla | 397 | 0 5 2 | 546 | ... | 542 | ... |
| Manjeshwar | 407 | 0 5 3 | 556 | ... | 552 | ... |
| Ullal | 413 | 0 5 3 | 561 | ... | 558 | ... |
| Mangalore | 418 | 0 5 4 | 566 | ... | 563 | ... |
| Metre Gauge. | | | | | | |
| Kolatur | 211 | 0 3 3† | 225 | 0 3 3 | 221 | 0 3 2 |
| Samudram | 216 | 0 3 3† | 230 | 0 3 4 | 226 | 0 3 3 |
| Manaparai | 222 | 0 3 4† | 236 | 0 3 4 | 232 | 0 3 4 |
| Elangakurichi | 229 | 0 3 5† | 243 | 0 3 5 | 239 | 0 3 5 |
| Valyampati | 231 | 0 3 6† | 245 | 0 3 6 | 241 | 0 3 5 |
| Kalpattichatram | 236 | 0 3 6† | 250 | 0 3 7 | 247 | 0 3 6 |
| Ayyalur | 242 | 0 3 7† | 256 | 0 3 7 | 253 | 0 3 7 |
| Vadamadura | 247 | 0 3 8† | 261 | 0 3 8 | 258 | 0 3 8 |
| Tamaraijadi | 252 | 0 3 9† | 266 | 0 3 9 | 262 | 0 3 8 |
| Dindigul | 257 | 0 3 10† | 271 | 0 3 10 | 268 | 0 3 9 |
| Ambaturai | 264 | 0 3 11† | 278 | 0 3 11 | 275 | 0 3 10 |
| Kodaikanal Road | 271 | 0 4 0† | 285 | 0 4 0 | 281 | 0 3 11 |
| Vadippatti | 277 | 0 4 1† | 292 | 0 4 1 | 288 | 0 4 1 |
| Sholavandan | 229 | 0 4 1† | 297 | 0 4 2 | 293 | 0 4 1 |

† A transhipment charge of 2 pies per maund is included in these rates.

S. I. Ry.

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|--------------------------------------|---------------|-------------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. † | Distance. | Rate per maund. | Distance. | Rate per maund. |
| Metre Gauge. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Samayanallur ... | 288 | 0 4 2 | 302 | 0 4 2 | 299 | 0 4 2 |
| Vilangudi ... | 292 | 0 4 3 | 306 | 0 4 3 | 303 | 0 4 2 |
| Madura Jn. ... | 295 | 0 4 3 | 310 | 0 4 4 | 306 | 0 4 3 |
| Madura-Bodinayak-Kanur Ry.— | | | | | | |
| Nagamalai ... | 300 | 0 4 4 | 314 | 0 4 4 | 311 | 0 4 4 |
| Sekkanurani ... | 306 | 0 4 5 | 320 | 0 4 5 | 317 | 0 4 5 |
| Valandur ... | 312 | 0 4 6 | 326 | 0 4 6 | 323 | 0 4 5 |
| Usilampatti ... | 318 | 0 4 7 | 332 | 0 4 7 | 329 | 0 4 6 |
| Doddappanayakkanur ... | 321 | 0 4 7 | 335 | 0 4 7 | 332 | 0 4 7 |
| Andipatti ... | 331 | 0 4 9 | 345 | 0 4 9 | 342 | 0 4 8 |
| Vallanadhi Road ... | 336 | ... | 350 | ... | 357 | ... |
| Theni ... | 342 | 0 4 10 | 356 | 0 4 10 | 353 | 0 4 10 |
| Bodinayak-Kanur ... | 351 | 0 5 0 | 365 | 0 5 0 | 362 | 0 4 11 |
| Madura-Rameswaram Branch.— | | | | | | |
| Silaiman ... | 303 | 0 4 4 | 318 | 0 4 5 | 314 | 0 4 4 |
| Tiruppuvanam ... | 308 | 0 4 5 | 323 | 0 4 5 | 319 | 0 4 5 |
| Tiruppachetti ... | 303 | 0 4 4 | 317 | 0 4 5 | 314 | 0 4 4 |
| Partibanur ... | 299 | 0 4 4 | 314 | 0 4 4 | 310 | 0 4 4 |
| Paramakkudi ... | 308 | 0 4 5 | 322 | 0 4 5 | 319 | 0 4 5 |
| Pandikanmoi ... | 315 | 0 4 6 | 329 | 0 4 6 | 325 | 0 4 6 |
| Sattirakkudi ... | 320 | 0 4 7 | 335 | 0 4 7 | 331 | 0 4 7 |
| Ramnad ... | 330 | 0 4 9 | 344 | 0 4 9 | 341 | 0 4 8 |
| Valantaravai ... | 336 | 0 4 9 | 350 | 0 4 10 | 346 | 0 4 9 |
| Uchippuli ... | 342 | 0 4 10 | 357 | 0 4 11 | 353 | 0 4 10 |
| Mandapam Camp ... | 351 | 0 5 0 | 366 | 0 5 0 | 362 | 0 4 11 |
| Mandapam ... | 353 | 0 5 0 | 367 | 0 5 0 | 363 | 0 4 11 |
| Pamban Jn. ... | 357 | 0 5 1 | 371 | 0 5 1 | 367 | 0 5 0 |
| Rameswaram ... | 363 | 0 5 1 | 377 | 0 5 2 | 374 | 0 5 1 |
| Dhanushkodi ... | 373 | 0 5 3 | 387 | 0 5 2 | 383 | 0 5 2 |
| Pasumalai-Maniyachi Section.— | | | | | | |
| Pasumalai ... | 298 | 0 4 4 | 312 | 0 4 4 | 309 | 0 4 3 |
| Tiruparankundram ... | 300 | 0 4 4 | 314 | 0 4 4 | 310 | 0 4 4 |
| Tirumangalam ... | 306 | 0 4 5 | 320 | 0 4 5 | 317 | 0 4 5 |
| Kalligudi ... | 315 | 0 4 6 | 329 | 0 4 6 | 326 | 0 4 6 |
| Kokkalanjeri ... | 319 | 0 4 7 | 333 | 0 4 7 | 329 | 0 4 6 |
| Virudhunagar ... | 322 | 0 4 7 | 336 | 0 4 7 | 333 | 0 4 7 |
| Sankaralingapuram ... | 330 | 0 4 9 | 344 | 0 4 9 | 341 | 0 4 8 |
| Vrudhunagar Tenkasi Branch.— | | | | | | |
| Shivakasi ... | 337 | 0 4 10 | 352 | 0 4 10 | 348 | 0 4 9 |
| Srivilliputtur ... | 348 | 0 4 11 | 362 | 0 4 11 | 359 | 0 4 11 |
| Rajapalaiyam ... | 355 | 0 5 0 | 369 | 0 5 0 | 366 | 0 5 0 |
| Karivalamvandanallur ... | 368 | 0 5 2 | 382 | 0 5 2 | 379 | 0 5 2 |
| Sankaranayinarkovil ... | 375 | 0 5 3 | 389 | 0 5 2 | 386 | 0 5 2 |
| Pambakovi Shandy ... | 383 | 0 5 4 | 397 | 0 5 2 | 393 | 0 5 2 |
| Kadayannallur ... | 388 | 0 5 4 | 402 | 0 5 2 | 399 | 0 5 2 |
| Tenkasi Jn. ... | 398 | 0 5 4 | 412 | 0 5 3 | 409 | 0 5 3 |
| Pasumalai-Maniyachi Section.— | | | | | | |
| Tulukapati ... | 332 | 0 4 9 | 346 | 0 4 9 | 342 | 0 4 8 |
| Satur ... | 339 | 0 4 10 | 353 | 0 4 10 | 350 | 0 4 10 |
| Koilpatti ... | 352 | 0 5 0 | 366 | 0 5 0 | 363 | 0 4 11 |
| Nalattinputtur ... | 356 | 0 5 0 | 370 | 0 5 1 | 367 | 0 5 0 |

† A transhipment charge of 2 pies per maund is included in these rates.

| Stations. | Via Jalarpet. | | Via Arkonam. | | Via Katpadi. | |
|--------------------------------------|---------------|----------------------|--------------|-----------------|--------------|-----------------|
| | Distance. | Rate per maund. † | Distance. | Rate per maund. | Distance. | Rate per maund. |
| Metre Gauge. | Miles. | Rs. a. p. | Miles. | Rs. a. p. | Miles. | Rs. a. p. |
| Pasumalai-Meniyachi Section.— | | | | | | |
| Ilavelangal ... | 370 | 0 5 3 | 385 | 0 5 2 | 381 | 0 5 2 |
| Kumarapuram ... | 359 | 0 5 1 | 373 | 0 5 1 | 369 | 0 5 0 |
| Kadambur ... | 366 | 0 5 2 | 380 | 0 5 2 | 377 | 0 5 2 |
| Maniyachi Jn. ... | 375 | 0 5 3 | 389 | 0 5 2 | 385 | 0 5 2 |
| Maniyachi-Tenkari Section.— | | | | | | |
| Naraikkinar ... | 379 | 0 5 4 | 393 | 0 5 2 | 390 | 0 5 2 |
| Gangaikondan ... | 384 | 0 5 4 | 398 | 0 5 2 | 394 | 0 5 2 |
| Talaiyuthu ... | 388 | 0 5 4 | 403 | 0 5 2 | 399 | 0 5 2 |
| Tinnevely Jn. ... | 393 | 0 5 4 | 407 | 0 5 3 | 403 | 0 5 2 |
| (Tinnevely Tiruchendur Ry).— | | | | | | |
| Palamcottah ... | 396 | 0 5 4 | 410 | 0 5 3 | 406 | 0 5 3 |
| Seydunganallur ... | 403 | 0 5 4 | 417 | 0 5 4 | 413 | 0 5 3 |
| Srivaikuntam ... | 410 | 0 5 5 | 424 | 0 5 4 | 421 | 0 5 4 |
| Alwar Tirunagarl ... | 413 | 0 5 5 | 427 | 0 5 5 | 424 | 0 5 4 |
| Nazareth ... | 417 | 0 5 6 | 431 | 0 5 5 | 427 | 0 5 5 |
| Kurumbur ... | 421 | 0 5 6 | 435 | 0 5 6 | 432 | 0 5 5 |
| Arumuganeri ... | 425 | 0 5 7 | 439 | 0 5 6 | 436 | 0 5 6 |
| Kayalapatnam (a) ... | 426 | 0 5 7 | 440 | 0 5 6 | 437 | 0 5 6 |
| Tiruchendur ... | 431 | 0 5 7 | 445 | 0 5 7 | 441 | 0 5 6 |
| Pettai ... | 397 | 0 5 4 | 411 | 0 5 3 | 407 | 0 5 3 |
| Melakallur ... | 401 | 0 5 4 | 415 | 0 5 4 | 412 | 0 5 3 |
| Sermadevi ... | 404 | 0 5 4 | 419 | 0 5 4 | 415 | 0 5 4 |
| Viravanallur ... | 408 | 0 5 5 | 422 | 0 5 4 | 419 | 0 5 4 |
| Kallidaikurichi ... | 411 | 0 5 5 | 426 | 0 5 5 | 422 | 0 5 4 |
| Ambasamudram ... | 414 | 0 5 5 | 428 | 0 5 5 | 425 | 0 5 5 |
| Kizha Ambur ... | 417 | 0 5 6 | 432 | 0 5 5 | 428 | 0 5 5 |
| Azhwarkurichi ... | 414 | 0 5 5 | 429 | 0 5 5 | 425 | 0 5 5 |
| Kilakadaiyam ... | 412 | 0 5 5 | 426 | 0 5 5 | 423 | 0 5 4 |
| Mettur ... | 408 | 0 5 5 | 422 | 0 5 4 | 418 | 0 5 4 |
| Pavurchutram ... | 405 | 0 5 5 | 419 | 0 5 4 | 415 | 0 5 4 |
| Travancore State Ry.— | | | | | | |
| Shancottah ... | 403 | 0 5 4 | 417 | 0 5 4 | 414 | 0 5 3 |
| Bhagavathipuram ... | 407 | 0 5 5 | 421 | 0 5 4 | 418 | 0 5 4 |
| Aryankavur ... | 412 | 0 5 5 | 427 | 0 5 5 | 423 | 0 5 4 |
| Tenmalai ... | 420 | 0 5 6 | 434 | 0 5 5 | 431 | 0 5 5 |
| Edamanu ... | 428 | 0 5 7 | 443 | 0 5 6 | 439 | 0 5 6 |
| Punalur ... | 434 | 0 5 7 | 448 | 0 5 7 | 444 | 0 5 6 |
| Auvaneeswaram ... | 439 | 0 5 8 | 453 | 0 5 7 | 449 | 0 5 7 |
| Kottarakara ... | 446 | 0 5 9 | 460 | 0 5 8 | 457 | 0 5 8 |
| Kundara ... | 454 | 0 5 9 | 468 | 0 5 9 | 464 | 0 5 8 |
| Quilon ... | 462 | 0 5 10 | 476 | 0 5 10 | 472 | 0 5 9 |
| Paravur ... | 469 | 0 5 11 | 483 | 0 5 10 | 480 | 0 5 10 |
| Kappil ... | 472 | 0 5 11 | 486 | 0 5 11 | 483 | 0 5 10 |
| Varkala ... | 476 | 0 6 0 | 490 | 0 5 11 | 487 | 0 5 11 |
| Kadakavur ... | 482 | 0 6 0 | 496 | 0 6 0 | 493 | 0 5 11 |
| Murukkampuzha ... | 489 | 0 6 2 | 503 | 0 6 0 | 500 | 0 6 0 |
| Kazhakuttam ... | 494 | 0 6 1 | 508 | 0 6 1 | 504 | 0 6 0 |
| Trivandrum Central ... | 502 | 0 6 2 | 516 | 0 6 2 | 513 | 0 6 1 |
| Maniyachi-Tuticorin Section.— | | | | | | |
| Pardigapuram ... | 378 | 0 5 4 | 393 | 0 5 2 | 389 | 0 5 2 |
| Tataparal ... | 385 | 0 5 4 | 339 | 0 5 2 | 395 | 0 5 2 |
| Tuticorin ... | 394 | 0 5 4 | 408 | 0 5 3 | 405 | 0 5 3 |

† A transhipment charge of 2 pies per maund is included in these rates.

(a) Open for goods up to 81 maunds a day.

S. I. Ry.

Table of through rates per ton for Public Coal, Coke and Patent Fuel in full wagon loads, O. R., L. from the undermentioned E. I. Ry. Colliery stations to stations on the S. I. Ry.

| Stations. | Ondal. | | Ukhra. | | Panda- veswar. | | Darulah Siding. | | Samla No. 4. | | Palas- thali. | | Panchra. | | Raniganj. Siding. | | Raniganj Ghat. | | Route. |
|----------------------|-----------|-----------|-----------|-----------|-------------------|-----------|--------------------|-----------|-----------------|-----------|------------------|-----------|-----------|-----------|----------------------|-----------|-------------------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Animalai Road (b) | ... | 20 10 | 5 20 | 12 5 | 20 12 | 5 20 | 12 5 | 20 12 | 5 20 | 12 5 | 20 14 | 5 20 | 12 5 | 20 10 | 5 20 | 10 5 | 20 10 | 5 | Via Asansol, Waltair, Madras and Jalarpet. |
| Coimbatore † | ... | 18 13 | 0 18 | 15 0 | 18 15 | 0 18 | 15 0 | 18 15 | 0 18 | 15 8 | 19 1 | 0 18 | 15 0 | 18 13 | 0 18 | 13 0 | 18 13 | 0 | Ditto. |
| Erode (a) | ... | 18 3 | 10 18 | 5 10 | 18 5 | 10 18 | 5 10 | 18 5 | 10 18 | 5 10 | 18 7 | 10 18 | 5 10 | 18 3 | 10 18 | 3 10 | 18 3 | 10 | Ditto. |
| Madukarai † | ... | 18 13 | 0 18 | 15 0 | 18 15 | 0 18 | 15 0 | 18 15 | 0 18 | 15 0 | 19 1 | 0 18 | 15 0 | 18 13 | 0 18 | 13 0 | 18 13 | 0 | Ditto. |
| Minakshipuram (b) | ... | 20 12 | 8 20 | 14 8 | 20 14 | 8 20 | 14 8 | 20 14 | 8 20 | 14 8 | 21 0 | 8 20 | 14 8 | 20 12 | 8 20 | 12 8 | 20 12 | 8 | Ditto. |
| Mangalore (a) | ... | 24 7 | 8 24 | 9 8 | 24 9 | 8 24 | 9 8 | 24 9 | 8 24 | 9 8 | 24 11 | 8 24 | 9 8 | 24 7 | 8 24 | 7 8 | 24 7 | 8 | Ditto. |
| Trichinopoly Goods § | ... | 18 6 | 1 18 | 6 1 | 18 8 | 1 18 | 8 1 | 18 8 | 1 18 | 8 1 | 18 10 | 1 18 | 8 1 | 18 6 | 1 18 | 6 1 | 18 6 | 1 | Via Asansol, Waltair, Gudur and Katpadi. |
| Satur § | ... | 21 5 | 9 21 | 5 9 | 21 7 | 9 21 | 5 9 | 21 7 | 9 21 | 5 9 | 21 9 | 9 21 | 5 9 | 21 5 | 9 21 | 5 9 | 21 5 | 9 | Ditto. |

| Stations. | Kali- pahari. | | Dhadka. | | Jainti Siding. | | Karma tar. | | Sitaram- pur. | | Shamdi. | | Kulti. | | Barakar. | | Route. |
|----------------------|------------------|-----------|-----------|-----------|-------------------|-----------|---------------|-----------|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------------------------|
| | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | |
| Animalai Road (b) | ... | 20 10 | 5 20 | 10 5 | 20 14 | 5 20 | 12 5 | 20 12 | 5 20 | 10 5 | 20 10 | 5 20 | 10 5 | 20 10 | 5 20 | 10 5 | Via Asansol, Waltair, Madras and Jalarpet. |
| Coimbatore † | ... | 18 13 | 0 18 | 13 0 | 19 1 | 0 18 | 15 0 | 18 13 | 0 18 | 13 0 | 18 13 | 0 18 | 13 0 | 18 13 | 0 18 | 13 0 | Ditto. |
| Erode (a) | ... | 18 3 | 10 18 | 3 10 | 18 7 | 10 18 | 3 10 | 18 5 | 0 18 | 3 10 | 18 3 | 10 18 | 3 10 | 18 3 | 10 18 | 3 10 | Ditto. |
| Madukarai † | ... | 18 13 | 0 18 | 13 0 | 19 1 | 0 18 | 15 0 | 18 13 | 0 18 | 13 0 | 18 13 | 0 18 | 13 0 | 18 13 | 0 18 | 13 0 | Ditto. |
| Minakshipuram (b) | ... | 20 12 | 8 20 | 12 8 | 21 0 | 8 20 | 14 8 | 20 12 | 8 20 | 12 8 | 20 12 | 8 20 | 12 8 | 20 12 | 8 20 | 12 8 | Ditto. |
| Mangalore (a) | ... | 24 7 | 8 24 | 7 8 | 24 11 | 8 24 | 9 8 | 24 7 | 8 24 | 7 8 | 24 7 | 8 24 | 7 8 | 24 7 | 8 24 | 7 8 | Ditto. |
| Trichinopoly Goods § | ... | 18 6 | 1 18 | 6 1 | 18 8 | 1 18 | 8 1 | 18 6 | 1 18 | 6 1 | 18 6 | 1 18 | 6 1 | 18 6 | 1 18 | 6 1 | Via Asansol, Waltair, Gudur and Katpadi. |
| Satur § | ... | 21 5 | 9 21 | 5 9 | 21 7 | 9 21 | 5 9 | 21 7 | 9 21 | 5 9 | 21 5 | 9 21 | 5 9 | 21 5 | 9 21 | 5 9 | Ditto. |

† These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. extra charge of Re. 0-4-0 per ton and the special rate of Rs. 7-6-0 per ton from via Madras to Coimbatore or Madukarai via Jalarpet.

§ These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. extra charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-4-6 per ton at Gudur.

(a) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton and the M. S. M. Ry. extra charge of Re. 0-4-0 per ton.

(b) These rates include the E. I. Ry. terminal charge of Re. 0-4-0 per ton, M. S. M. Ry. extra charge of Re. 0-4-0 per ton and the transshipment charge of Re. 0-4-6 per ton at Podanur.

N. B.—(i) A surcharge of 12½ per cent of the total freight charges subject to a maximum of Re. 1-0-0 per ton up to via Madras or via Gudur, as the case may be, is leviable in addition except on Soft Coke.

(ii) A surcharge cess of Re. 0-2-0 per ton is leviable in addition on Soft Coke.

NILGIRI RAILWAY

(Metre-gauge)

Basis for charge.—Coal, Coke and Patent Fuel are charged at the 1st class rate including terminals.

The following are the ascending rates per maund and per ton to be charged in through booking with the S. I. and connected Railways from *via* Mettupalaiyam to the undermentioned stations on the Nilgiri Railway.

| Miles. | Stations. | | | | | | Rate per maund 1st class. | Rate per ton. |
|--------|-------------|-----|-----|-----|-----|-----|---------------------------------|------------------|
| | | | | | | | Rs. a. p. | Rs. a. p. |
| 5 | Kallar | ... | ... | ... | ... | ... | 0 3 0 | 5 1 8 |
| 8 | Adderley | ... | ... | ... | ... | ... | 0 3 0 | 5 1 8 |
| 11 | Hillgrove | ... | ... | ... | ... | ... | 0 3 3 | 5 8 6 |
| 14 | Runnymede | ... | ... | ... | ... | ... | 0 4 1 | 6 15 2 |
| 16 | Kateri Road | ... | ... | ... | ... | ... | 0 4 7 | 7 12 9 |
| 17 | Coonoor | ... | ... | ... | ... | ... | 0 4 10 | 8 3 7 |
| 18 | Wellington | ... | ... | ... | ... | ... | 0 5 1 | 8 10 4 |
| 20 | Aravankadu | ... | ... | ... | ... | ... | 0 5 7 | 9 8 0 |
| 24 | Keti | ... | ... | ... | ... | ... | 0 6 7 | 11 3 2 |
| 26 | Lovedale | ... | ... | ... | ... | ... | 0 7 1 | 12 0 10 |
| ... | Fernhill * | ... | ... | ... | ... | ... | ..... | ..... |
| 29 | Ootacamund | ... | ... | ... | ... | ... | 0 7 10 | 13 5 3 |

* Not open for goods traffic.

EAST INDIAN RAILWAY

Risk Note Form "A".

Approved by the Governor General in Council under Section 72 (2) (b) of the Indian Railways Act, IX of 1890.]

(To be used when articles are tendered for carriage which are either already in bad condition or so defectively packed as to be liable to damage, leakage or wastage in transit.)

.....Station,
.....19 .

WHEREAS the consignment of.....tendered by me/us as per Forwarding Order No.....of this date, for despatch by the East Indian Railway Administration to.....station, and for which I/we have received Railway Receipt No.....of same date, is in bad condition and/or liable to damage, leakage or wastage in transit as follows :—

I/we, the undersigned, do hereby agree and undertake to hold the said Railway Administration over whose Railway the said goods may be carried in transit from.....station to.....station harmless and free from all responsibility for the condition in which the aforesaid goods may be delivered to the consignee at destination and for any loss arising from the same except upon proof that such loss arose from misconduct on the part of the Railway Administration's servants.

This agreement shall be deemed to be made separately with all Railway Administrations or transport agents or other persons who shall be carriers for any portion of the transit.

| | | | |
|------------------|---------|--------------------------|--|
| WITNESS. | | Signature of sender..... | |
| (Signature)..... | Rank or | { Father's name..... | |
| (Residence)..... | | { Caste..... Age | |

| | |
|------------------|-------------------|
| WITNESS. | |
| (Signature)..... | (Profession)..... |
| (Residence)..... | (Residence)..... |

Note.—The above Form is, for the convenience of the public, translated into the vernacular on the reverse, but the Form in English is the authoritative Form, and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

Form of Risk Note.

EAST INDIAN RAILWAY

Risk Note Form "B".

[Approved by the Governor General in Council under Section 72 (2) (b) of the Indian Railways Act, IX of 1890.]

(To be used when the sender elects to despatch at a "Special Reduced" or "Owner's Risk" rate, articles or animals for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the Tariff.)

..... Station,
..... 193 .

WHEREAS the consignment of.....tendered by me/us as per Forwarding Order No.....of this date, for despatch by the East Indian Railway Administration to.....station, and for which I/we have received Railway Receipt No.....of same date, is charged at a special reduced rate instead of at the ordinary tariff rate chargeable for such consignment, I/we, the undersigned, do, in consideration of such lower charge, agree and undertake to hold the said Railway Administration harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, the said consignment from any cause whatever except upon proof that such loss, destruction, deterioration or damage arose from the misconduct of the Railway Administration's servants; provided that in the following cases:—

(a) Non-delivery of the whole of the said consignment or of the whole of one or more packages forming part of the said consignment packed in accordance with the instructions laid down in the Tariff or, where there are no such instructions, protected otherwise than by paper or other packing readily removable by hand and fully addressed, where such non-delivery is not due to accidents, to trains or to fire,

(b) Pilferage from a package or packages forming part of the said consignment properly packed as in (a), when such pilferage is pointed out to the servants of the Railway Administration on or before delivery,

the Railway Administration shall be bound to disclose to the consignor how the consignment was dealt with throughout the time it was in its possession or control and, if necessary, to give evidence thereof before the consignor is called upon to prove misconduct, but, if misconduct on the part of the Railway Administration or its servants cannot be fairly inferred from such evidence, the burden of proving such misconduct shall lie upon the consignor.

This agreement shall be deemed to be made separately with all Railway Administrations or transport agents or other persons who shall be carriers for any portion of the transit.

WITNESS.

(Signature).....

Rank or

(Residence).....

WITNESS.

(Signature).....

(Residence).....

Signature of sender.....

{ Father's name.....

{ Caste..... Age.....

(Profession).....

(Residence).....

Note.—The above Form is, for the convenience of the public, translated into the vernacular on the reverse, but the Form in English is the authoritative Form, and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

(To be filled in by Booking Clerk.)

Description of packing.....

..... Booking Clerk

Date.....

EAST INDIAN RAILWAY

Risk Note Form "H".

[Approved by the Governor General in Council under Section 72 (2) (b) of the Indian Railways Act, IX of 1890.]

(To be used as an alternative to Risk Note Form B, when the sender desires to enter into a general agreement instead of executing a separate Risk Note for each consignment.)

..... Station,
..... 193 .

WHEREAS all consignments of articles or animals for which the East Indian Railway Administration quotes both owner's risk or special reduced rates and railway risk or ordinary rates are (unless I/we shall have entered into a special contract in relation to any particular consignment) despatched by me/us at my/our own risk and are charged for by the East Indian Railway Administration at special reduced or owner's risk rates instead of at ordinary tariff or railway risk rates I/we, the undersigned, in consideration of such consignments being charged for at the special reduced or owner's risk rates, do hereby agree and undertake to hold the said Railway Administration harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, all or any of such consignments from any cause whatever, except upon proof that such loss, destruction, deterioration or damage arose from the misconduct of the Railway Administration's servants ; provided that in the following cases :—

- (a) Non-delivery of the whole of a consignment or of the whole of one or more packages forming part of a consignment packed in accordance with the instructions laid down in the Tariff or where there are no such instructions protected otherwise than by paper or other packing readily removable by hand and fully addressed, where such non-delivery is not due to accidents, to trains or to fire,
- (b) Pilferage from a package or packages forming part of a consignment properly packed as in (a), when such pilferage is pointed out to the servants of the Railway Administration on or before delivery,

the Railway Administration shall be bound to disclose to the consignor how the consignment was dealt with throughout the time it was in its possession or control and, if necessary, to give evidence thereof before the consignor is called upon to prove misconduct, but, if misconduct on the part of the Railway Administration or its servants cannot be fairly inferred from such evidence, the burden of proving such misconduct shall lie upon the consignor.

This agreement shall be deemed to be made separately with all Railway Administrations or transport agents or other persons who shall be carriers for any portion of the transit.

WITNESS.

Signature of sender

(Signature) :

Rank or

{ Father's name

{ Caste Age

(Residence) :

WITNESS.

(Signature) :

(Profession) :

(Residence) :

(Residence) :

Note.—The above Form is, for the convenience of the public, translated into the vernacular on the reverse, but the Form in English is the authoritative Form, and the Railway Administration accepts no responsibility for the correctness of the vernacular translation.

